



CANADA
DEPARTMENT OF MINES AND RESOURCES
MINES, FORESTS, AND SCIENTIFIC SERVICES BRANCH
SURVEYS AND MAPPING BUREAU

GEODETIC SURVEY OF CANADA

PUBLICATION No. 23

PRECISE AND SECONDARY LEVELLING

IN

ALBERTA

By

O. R. DOZOIS

(Revised Edition)



OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.P.S.
KING'S PRINTER AND CONTROLLER OF STATIONERY

1948

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GENERAL INTRODUCTION

This volume supplants two separately published first editions, namely: *Precise Levelling in Alberta* (No. 23), issued by the Geodetic Survey of Canada in 1930, and *Bench Marks in Alberta* (No. 53), by the Topographical Surveys Branch, Department of the Interior, in 1924.

The former was printed as running text, arranged in dictionary form with bench marks listed under the heading of the nearest railway station. The latter was printed in tabular form, more suited to the Dominion Land System of Survey along the lines of which the levelling was done.

As these two methods of printing do not readily lend themselves to dovetailing into a single unit, it was decided that, while appearing in a single volume, it would comprise two parts: the first containing the dictionary of precise levelling along railways, and the second, a tabulation of secondary levelling along lines of the Dominion Lands Survey System.

PART I

PRECISE LEVELS

Part I contains the descriptions and elevations of bench marks established during precise level operations carried on since 1912, covering some 3,008 miles and resulting in the establishment of 1,063 standard bench marks. Of the latter number, 16 are fundamental bench mark piers, a diagram of which appears on page 10.

Precise levelling in Alberta, up to the year 1925, was carried out jointly by the Geodetic Survey of Canada and the Topographical Surveys Branch, both being units of the former Department of the Interior. In the year named, the Levelling Divisions of the two organisations were amalgamated under the Geodetic Survey of Canada.

Anyone interested in the field procedure of precise levelling can secure all the details of such work in Publication No. 8 of this Survey.

THE PRECISE LEVEL NET OF CANADA AND ITS DATUM

To March 31, 1948, a total of 30,304 miles of precise levelling had been completed in the Dominion and 11,106 standard bench marks and 146 fundamental bench marks had been established.

The datum used throughout this publication is Canadian Geodetic datum as authorised by Order in Council P.C. 630, March 11, 1935, to be the official level datum for Federal Government operations in Canada.

The Canadian Geodetic datum is based on the value of mean sea level. It affords the only stable plane of reference for elevations and is the one used universally throughout the world.

In Canada mean sea level determinations have been made with a high degree of accuracy by the Hydrographic Survey; the extensive precise level net of the Geodetic Survey of Canada is based on five of the principal tidal stations of the Hydrographic Survey, viz: Halifax, Yarmouth, and Father Point on the Atlantic Coast, and Vancouver and Prince Rupert on the Pacific.

The United States network of levels is similarly based on mean sea level at certain tidal points of the east and west coast.

Prior to the extension of the Canadian level net across Canada, the United States Coast and Geodetic Survey had advanced similar operations to the

vicinity of the International Boundary. Co-ordination of the two systems has been obtained through frequent connection with United States bench marks, the principal ones being Rouses Point, N.Y., and Stephen, Minn.

Undertaken in 1919, the adjustment of the Precise Level net of Canada was executed and completed in 1928 by the late J. B. Cannon, Chief of the Division of Precise Levelling Adjustment and Precisions. The differential method of adjustment employed is an adaptation of the method of least squares to the treatment of geodetic nets. This innovation has the advantage of immediately disclosing the effects of the subsequent introduction of new levelling into the net.

The adjustment of the Canadian level net is explained in Publication No. 28. Copies of this publication may be obtained on request from the Dominion Geodesist.

PRECISE LEVELLING IN ALBERTA

Before the amalgamation in 1925, already mentioned, the levelling operations of the Topographical Surveys were carried out under the general supervision of the late J. N. Wallace. All field work of the Geodetic Survey was executed under the direction of the late F. B. Reid. The following table gives the details of the precise level lines in Alberta, in the order in which they were run, including the names of the engineers in each case.

Year	From	To	Chief of Party	Mileage
1913	Calgary	Edmonton	L. O. R. Donois	194
1922	Lacombe	"	J. B. Alexander	
1925	Wetaskiwin	"	L. O. R. Donois	
1913	Maydonister	"	L. O. R. Donois	170
1914	Boxen	"	N. H. Smith	162
1925	Tofield	"	L. O. R. Donois	
1915	Edmonton	Marlboro	N. H. Smith	147
1916	Marlboro	Yellowhead	N. H. Smith	104
1914	Wahs	Combs	D. McMillan	206
1914	Lethbridge	Crowsnest	G. S. Raley	93
1914	Lethbridge	Calgary	G. S. Raley	127
1915	Sibbald	Rosebud	E. W. Berry	109
1916	Rosebud	Calgary	L. O. R. Donois	81
1915	Calgary	Stephen	G. S. Raley	123
1915	Calgary	Tofield	N. H. Smith	202
1925	Camrose	"	L. O. R. Donois	
1916	Edmonton	Slave Lake	E. W. Berry	170
1916	Carbondale	Toronto	E. W. Berry	135
1922	Twohills	Waterways	J. B. Alexander	147
1919	Medicine Hat	Irishana	A. J. Rainboth	171
1925	Bassano	"	L. O. R. Donois	
1920	Empress	Bindoon	G. S. Raley	17
1929	Bindoon	Bassano	A. J. Rainboth	101
1925	Empress	"	E. W. Berry	
1919	Compass	Lacombe	L. O. R. Donois	121
1921	Medford	Aldersyde	L. O. R. Donois	76
1922	Camrose	Wetaskiwin	G. S. Raley	25
1926	Camrose	"	L. O. R. Donois	
1922	Kerendy	St. Paul	J. B. Alexander	87
1914	Slave Lake	Demmitt	G. S. Raley	232
1914	McLennan	Hines Creek	G. S. Raley	115
1917	High Prairie	Grande Prairie	L. O. R. Donois	110
1917	Spirit River	Alta-B.C. Boundary	L. O. R. Donois	54
1917	Grimsshaw	Metis Colony	L. O. R. Donois	138
		Total		2,453

Note.—Where a levelled line crosses a provincial boundary, mileage is taken to the boundary. In cases where two or more engineers are shown as operating in different years on the same line, it indicates that additional levelling was done after the first running of the line, either to improve the accuracy of the levelling or to establish additional bench marks, or for both purposes.

BENCH MARKS

Prior to 1925, the standard precise bench mark of this Survey was a chisel mark on a $\frac{3}{4}$ -inch copper bolt, cemented in walls of substantial buildings, bed-rock, bridge abutments, and various concrete works. Subsequently, a bronze tablet 3 inches in diameter replaced the bolt. Illustrations of the bolt and tablet, with their inscriptions, are shown on pages 8 and 9. At certain points concrete bench-mark piers were built which projected from 6 inches to one foot above ground, the exposed portion being 9 inches square in the first pier, later being increased to 12 inches square. The bolt or tablet was placed in the centre of the top of the pier. The serial number of the bench mark was stamped on the bolt or tablet, but in no case was the elevation shown on this type of bench mark.

The construction of fundamental bench marks was inaugurated in 1925 and it is the intention that one of these will ultimately be found in every city and in most of the larger towns of the Dominion. These monuments, by their location and prominence, are proving very useful to the public as governing bench marks for the surrounding districts and, through their permanency, will serve to prolong the life of the precise level system. The elevation is stamped on a rectangular bronze plate attached to one side of the monument. A diagram of a fundamental bench mark is shown on page 10.

In cases of bench marks established by organizations, other than the Geodetic Survey, appropriate acknowledgment is made in the footnotes and the bench mark is designated with the number assigned to it by that organization.

INSPECTION OF BENCH MARKS

In the years 1944 to 1947, bench marks contained in this publication were inspected by the late Messrs. F. B. Reid, D.L.S., and R. H. Montgomery, D.T.S., and by C. G. W. Bird, B.Sc. From various causes destruction of bench marks goes on at a fairly constant rate, largely dependent upon the time elapsing since their establishment. The last general inspection was carried out in 1928-29 and the recent inspection revealed that 15 per cent of the original number of bench marks had been destroyed in the 20-year interval.

ARRANGEMENT OF DATA

The text is prepared in dictionary form with the descriptions and elevations of bench marks listed under the name of the nearest city, town, village, or railway station on the line of levels. In general, the first bench marks listed under a heading are those near the civic centre, or within the limits of the municipality, followed by those along the lines of levels radiating therefrom. In the listing no distinction is made as to whether the bench marks were placed by the Geodetic Survey or the former Topographical Survey.

The identity of each organization is disclosed by the lettering on the metal bench mark bolt or tablet. A minor difference appears in the numbering of the bench marks; in the case of the Topographical Survey the serial letter of the line precedes the number, as H-102, while it follows the number in the case of the Geodetic Survey, as 146-J.

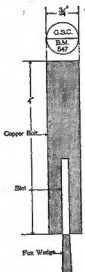
In order to aid anyone in finding adjacent bench marks, a note has been appended to each set of descriptions referring the reader to the headings under which the lines of levels are continued.



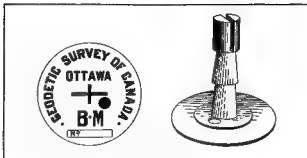
Detail of lower portion of
new type of leveling rod.



Detail of Lower Portion of
old type Levelling Rod



Copper Bolt Bench Mark



Bronze Tablet Bench Mark

PART II

SECONDARY LEVELS

This portion of the publication contains the permanent bench marks along certain base lines, meridians and township outlines established by the former Topographical Survey Branch, Department of the Interior. It replaces Publication No. 53, published in the year 1924 by the late J. N. Wallace, D.L.S., Director of Levelling, and widely distributed to engineers in Alberta.

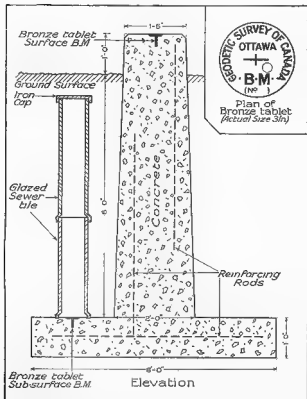
The differences in elevation between the bench marks now given, and those contained in the previous publication are due to the subsequent general adjustment of the Precise Level net, completed in 1928.

BENCH MARKS

The type of bench mark used almost exclusively on Secondary Levelling in Alberta consists of a galvanized pipe, 2 inches in diameter and 4 feet in length, surmounted by a bronze cap bearing the inscription "Topographical Survey Branch" as well as the letters "B.M." A cast iron foot-plate measuring 7 inches in diameter is threaded to the lower end of the pipe. The purpose of the latter is to obtain increased stability of the bench mark. When in position, the bronze cap extends about 6 inches above the surface of the ground.

In 1927, or shortly after the absorption of the Levelling Division of the Topographical Survey Branch by the Geodetic Survey of Canada, a modification of the bench-mark pipe was made by increasing its length to 6 feet. At the same time the inscription on the bronze cap was changed to Geodetic Survey of Canada. However, as no secondary levelling has been carried out in Alberta since the aforesaid amalgamation, all bench mark pipes encountered in the following tabulation carry the designation Topographical Survey Branch.

It is the general practice to place the bench mark in one of the boundaries of the road allowance of surveyed section lines, preferably in that side which contains the original survey monuments, that is, on the south or west side



of the road allowance. The best natural site is selected with the general provision that a bench mark should not be placed nearer than 200 feet from a section corner. This restriction is based on the assumption that a bench mark placed some distance from a corner is less liable to future disturbance, and to remove any possible confusion with the actual land survey post, which also possesses the characteristics of a brass or bronze cap.

The first bench mark pipe of 4-foot length was established in 1916 and it has exhibited a remarkable degree of permanence and stability during the 32 years that it has been used in the Prairie Provinces. Indeed, the 3-foot type of iron pipe bench mark has come to be so highly regarded that it is now in general use on precise levelling.

DATUM

As already mentioned, all the lines of levels here recorded have been reduced to the standard Canadian Geodetic Datum. The lines of precise levels frequently cross the levels along the base lines and meridian outlines, and in addition to such intersections, the latter secondary levels intersect each other at numerous places. Many circuits of levels have thus been formed. In some of these circuits the perimeters consist entirely of secondary levelling, while in others, certain sides have been precise levelled.

INSTRUMENTS AND FIELD PROCEDURE

The same instruments are used on secondary levelling of the Geodetic Survey as have been used in recent years on precise levelling, namely, the large-type Zeiss pattern level, and level rods graduated into hundredths of a yard, the unit graduations being painted on a strip of invar.

Precise levelling procedure is followed on secondary levelling with certain modifications. A tolerance of 0.30 foot \sqrt{M} , where M is the length of the section in miles, is allowed for the discrepancy between the forward and backward measures of a section instead of the more exacting requirements of 0.017 foot \sqrt{M} used in precise procedure. Another variation is that only one cross-wire is read on the rod at each sight in lieu of three wire readings which are taken on precise work.

TOWNSHIP OUTLINE LEVELS

The only essential difference between these and secondary levels is that township outline levels are run only one way, provided a satisfactory closure is obtained on each circuit of 24 miles in perimeter. In the 575 miles of this class of levelling recorded in Alberta, the average closing error is 0.15 foot and the three greatest errors are 0.33, 0.28 and 0.26 foot.

LEVELS RUN DURING RETRACEMENT SURVEYS

Part II also contains particulars of 719 miles of levelling run simultaneously with the work of original, and retracement surveys. Such levels were not run with the same degree of precision as the two classes previously described. They have, however, been intersected at many points by precise and secondary lines and at such points have been adjusted to the Standard Datum.

The following table gives the various details for each of the lines of levels included in Part II of this publication:

A. SECONDARY CONTROL LEVELS

FOURTH MERIDIAN AND WEST

Line	Type or Range	Surveyor	Year	Miles	S. M.
Fourth Meridian	1 to 60	Various	1914-23	380	66
First correction line	1 to 17	E. W. Berry	1924	96	26
Third base line west	1 to 16	N. S. Clouston	1921	96	33
Fourth	1 to 28	E. W. Berry	1921	168	59
Fifth	1 to 30	R. H. Montgomery	1920	175	62
Sixth	1 to 11	C. A. R. Lawrence	1922	87	30
Seventh	12 to 29	J. B. Alexander	1919	166	30
Eighth	1 to 15	E. W. Berry	1922	90	31
"	23 to 28	J. B. Alexander	1920	38	12
Eleventh	1 to 28	L. O. R. Doran	1921	164	43
Twelfth	1 to 28	J. B. Alexander	1920	165	45
Thirteenth	1 to 11	J. B. Alexander	1921	86	22
"	12 to 28	R. H. Montgomery	1919	98	27
Fifteenth	1 to 27	C. A. R. Lawrence	1922	162	56
Sixteenth	1 to 27	H. E. Road	1924	160	54
East outline rgs. 5	3 to 4	E. W. Berry	1924	12	5
" 6	41 to 43	J. B. Alexander	1921	48	17
" 8	60 to 62	H. E. Road	1924	13	6
" 9	1 to 10	C. A. R. Lawrence	1922	96	35
" 9	41 to 48	J. B. Alexander	1921	48	17
" 9	58 to 60	H. E. Road	1924	20	7
" 12	17 to 19	C. A. R. Lawrence	1922	18	6
" 12	20 to 56	J. B. Alexander	1917	222	64
" 13	6 to 8	E. W. Berry	1924	28	13
" 17	1 to 8	C. A. R. Lawrence	1922	48	20
" 17	9 to 16	N. S. Clouston	1921	48	20
" 17	60	H. E. Road	1924	6	3
Outlines of townships in ranges 12 to 23	47 to 55	H. E. Road	1919	575	159

WEST OF FIFTH MERIDIAN

Fifth base line west	1 to 2	L. O. R. Doran	1921	12	5
Sixth	1 to 2	"	1921	18	10
Seventh	1 to 5	"	1921	27	12
Eighth	1 to 4	"	1921	21	8
Ninth	1 to 7	"	1921	27	12
Tenth	1 to 7	"	1921	42	16
Eleventh	1 to 7	"	1921	40	15

TRAVELLER ROUTES

Edmonton to Athabasca Landing	C. de la Coudamine	1912	95	32
Grouard to Peace River and Dunvegan	L. E. S. Bolton	1913	168	47
Dunvegan to Grande Prairie and Peace Coupsé	J. B. Alexander	1916	175	42
Totals			3,837	1,214

B. LEVELS RUN DURING RETRACEMENT SURVEYS

Line	Tps. or Rgs.	Year	Miles	B. M.
Second base line west fourth meridian	1 to 30	1917-18	178	54
Third "	30 to 30	1918	9	5
Fourth "	29 to 30	1918	8	5
Fifth "	1 to 29	1915	169	44
Fourteenth "	1 to 28	1916	168	37
East outline range 28.	1 to 4	1918	24	10
" 29	0 to 12	1918	24	12
Fifth Meridian	5 to 8	1918	24	9
"	13 to 14	1918	12	5
"	15 to 32	1915	108	29
Totals			719	211

ABBREVIATIONS

Boundary	bdy.	Northwest	NW.
Concession	con.	Range	rgs.
Concessions.	cons.	Section	sec.
Corner	cor	South	S.
Cubic	cu.	Southeast	SE.
East	E.	Southwest	SW.
Elevation	El.	Township	tp.
Feet.	ft	Townships	tps.
North	N	West	W.
Northeast.	NE.	Yards	yds.

Canadian National Railways
 Canadian Pacific Railway
 Northern Alberta Railways

C.N.Ry.
 C.P.Ry.
 N.A.Ry.

PART I

DESCRIPTIONS AND ELEVATIONS OF PRECISE LEVEL BENCH MARKS IN ALBERTA

NOTE.—The description of each precise level bench mark with its elevation is noted under the name of the nearest railway station or post office.

Abee: N A Ry. Concrete bench-mark pier, $1\frac{1}{2}$ miles northeast of station and 12 feet south of eighteenth pole south of mile post 48 from Carbondale, 480 feet north of north mile sign and 5 feet west of easterly limit of right of way, tablet in top of pier. No V-13. Elevation 2,189.522.

Concrete bench-mark pier, $2\frac{1}{2}$ miles southwest of station and at third pole south of mile post 44 from Carbondale, 75 feet south of a whistle post for northbound trains, 1,200 feet southerly from road allowance along east boundary of sec. 27-60-61 and 3 feet west of easterly limit of right of way, bolt set vertically. No V-12. Elevation 2,129.637.

This bench mark was not found during inspection of 1947.

See Thorhild and Newbrook.

Ablene: C N Ry. water tank, 1 mile northwest of station. In face of concrete foundation wall which is parallel and nearest to track, 1 foot from southeast end of this face and 7 inches below woodwork. Bolt set horizontally. No. DD-22. Elevation 2,117.602.

Concrete bench-mark pier, $\frac{1}{2}$ mile northwest of station, 4 feet southwest of northeast limit of C N Ry. right of way, 33 feet southeast of mile post 108 from St. Paul Junction and 370 feet northwest of road allowance along east boundary of sec. 24-59-11. Bolt set vertically. No. DD-23. Elevation 2,112.782.

See Ashmont and Owlseye.

Achmon: Concrete bench-mark pier, $1\frac{1}{2}$ miles east of station, 4 feet south of northerly limit of C N Ry. right of way and midway between first and second poles west of mileage 12.5 from Edmonton, 1,275 feet east of road allowance along east boundary of sec. 3-53-26 and 30 feet west of whistle post for same. North face of pier. Bolt set horizontally. No. 63-H. Elevation 2,218.604.

See Edmonton and Sprucegrove.

Aggle: Iron pipe with brass cap, at the west end of a shallow cut, $\frac{1}{2}$ mile east of east switch, 3 feet south of northerly limit of N A Ry. right of way and between third and fourth poles east of mile post 239 from junction with C N Ry. 127 feet east of a bridge. No. 333-H. Elevation 1,938.850.

Iron pipe with brass cap, on high ground, $1\frac{1}{2}$ miles northwest of west switch, 49 feet southwest of N A Ry. track and 24 feet northwest of eleventh pole southwest of mile post 242 from junction with C N Ry. at the northwest end of a long tangent. No. 334-H. Elevation 1,938.674.

Iron pipe with brass cap, $2\frac{1}{2}$ miles northwest of west switch, 49 feet southwest of N A Ry. track, 3 feet northwest of fifth pole southeast of mile post 244 from junction with C N Ry. and 210 feet southeast of a whistle post (for westbound trains) for crossing of Edmonton-Dawson Creek highway. No. 335-H. Elevation 1,993.710.

See High Prairie, Kestie, and Triangle.

Airdrie: C P Ry plate girder bridge over Nose creek 500 feet north of station. Tablet in bridge seat of south concrete abutment, 5 inches from east edge and 5 inches from north edge No H-10 Elevation 3,549 023

Double concrete box culvert under C P Ry $2\frac{1}{2}$ miles north of station and at mileage 21 9 from Twelfth Street east 800 feet north of road allowance along north boundary of sec 34-27-1 No H-11 Elevation 3,550 302

See Balzac and Crossfield

Allright: Iron pipe with brass cap $\frac{1}{2}$ mile southeast of station, 3 feet northeast of southwest limit of N A Ry right of way and at fifteenth pole southeast of mile post 83 from Ryerfort 300 feet southeast of road allowance along north boundary at sec 20-72-10 No 406-H Elevation 2,295 082

Iron pipe with brass cap $1\frac{1}{2}$ miles north of station and about 600 feet east of N A Ry on road allowance along north boundary of sec 21-72-10, 4 feet north of south limit and 196 feet east of $\frac{1}{2}$ sec corner No T-89 Elevation 2,437-170

See Beaverlodge and Hythe

Alfred: C P Ry Station in southwest or rear concrete foundation wall, 7 feet northwest of cellar doorway and 1 foot below woodwork, bolt set horizontally No 324 D Elevation 2,501 816

Concrete bench mark pier 3 miles northwest of station and at mileage 37 8 from Medicine Hat, 20 feet northerly from road allowance along north boundary of sec 36-15-11 and 5 feet east of westerly limit of right of way, bolt set vertically No 323-D Elevation 2,467 263

Concrete bench mark pier $4\frac{1}{2}$ miles southeast of station and at mileage 30 7 from Medicine Hat, 200 feet westerly from road allowance along east boundary of sec 11-15-10 and 6 feet south of northerly limit of right of way 25 feet west of twelfth pole east of mile post 31, bolt set vertically No 325-D Elevation 2,478 729

See Tilley and Salfeld

Alberleyde: Concrete bench mark pier $1\frac{1}{2}$ miles southeast of station, 7 feet northeast of southwest limit of C P Ry right of way and 187 feet southeast of bridge over Highwood River Northeast face of pier Bolt set horizontally No. 61 D Elevation 3,391-188

See High River Okotoks, and Masappa.

Albi: Fundamental bench mark about 1 mile east of C N Ry station, on surveyed road through centre of sec 31-29-22 near southeast limit of road, 300 feet east of post and pile marking first change of direction of the road east of C N Ry tablet in top of pier No 62-F-2 Elevation 2,605 483

This bench mark was not found during inspection of 1947

Signal tower at C P R-C N R diamond crossing $\frac{1}{2}$ mile northeast of C N Ry station in northwest concrete foundation wall 14 inches from northerly corner and 1 foot below woodwork bolt set horizontally No 62-F Elevation 2,608 646

Concrete bench mark pier 4 miles southeast of C P Ry station and 65 feet east of first pole east of mile post 76 from Coronation 1,375 feet westerly from road allowance along east boundary of sec 21-29-22 and 2 feet north of southerly limit of right of way, tablet in top of pier No Z-7 Elevation 2,026 619

Dismantled Canadian Northern Ry bridge over Calgary-Tofield line, $\frac{1}{2}$ mile south of C N Ry station in northerly concrete footing of the two which are immediately east of track bolt set horizontally in southwest face, 4 inches from westerly corner and 3 inches below top N 61-F Elevation 2,621 241

This footing is now covered with earth but may be located by means of two anchor bolts which project above the ground.

Concrete bench-mark pier, $\frac{3}{4}$ miles northwest of C P Ry station and 75 feet west of eighth pole east of mile post 82 from Coronation, 210 feet westerly from road allowance along east boundary of sec 3-40-22 and 3 feet south of northerly limit of right of way, tablet in top of pier No. 2-6. Elevation 2,810 317

See Erskine, Tees, Mirror, and Lonsana.

Almas; C N Ry Concrete bench-mark pier, 1 mile east of station and 20 feet west of seventh pole west of mile post 128 from Kindersley, 300 feet east of east mile sign 907 feet westerly from road allowance along east boundary of sec 13-31-12 and 2 feet south of northerly limit of right of way, tablet in top of pier No. 8-106. Elevation 2,641 075.

See Bonar and Rehdale.

Alpen; Concrete bench-mark pier, 4 miles north of south switch and 75 feet south of fourteenth pole south of mile post 63 from Carbondale, on top of a shallow cut with a fill extending north and south from it, 48 feet east of track, tablet in top of pier No. V-17. Elevation 2,190-820.

See Newbrook and Ellscoff.

Altario; C P Ry Concrete bench-mark pier, $2\frac{1}{4}$ miles southeast of station and 10 feet north of second pole north of mile post 49 from Kerrobert or of thirteenth pole north of north boundary of sec. 5-34-1, 2 feet east of westerly limit of right of way, bolt set vertically No. 2-44. Elevation 2,342 841.

Concrete bench-mark pier 1 mile west of station and 90 feet east of mile post 53 from Kerrobert, 1,350 feet easterly from road allowance along east boundary of sec 15-34-2, 100 feet east of east end of 800-foot fill and 3 feet north of southerly limit of right of way, bolt set vertically No. 2-43. Elevation 2,375 917

See Compeer and Kirtimuir.

Amesli; C N Ry Diamonded bridge by which Grand Trunk Pacific Ry used to cross Canadian Northern Ry., 2 miles west of station and immediately north of present C N Ry line at mileage 5-3 from Edson, in north face of north concrete retaining wall at east end of bridge, 4 feet 6 inches from east end of wall and 19 inches below top. Bolt set horizontally No. 62-H. Elevation 3,062 381

See Edson and Buckerdike.

Amnac; N A Ry Concrete bench-mark pier, $1\frac{1}{2}$ miles southeast of south switch and 12 feet south of second pole north of mile post 260 from Carbondale, 1,320 feet southerly from north boundary of sec 3-86-7 and 51 feet east of track bolt set vertically No. V-71. Elevation 1,599 380.

This pier has obviously heaved. Elevation not precise.

See Kinous and Lenarthur.

Arandia; Iron pipe with brass cap, at the west end of a shallow cut, about 800 feet east of east switch, 47 feet south of N A Ry track, 80 feet east of fifth pole east of mile post 218 from junction with C N Ry, 95 feet east of a pipe culvert and between Government telephone poles Nos. 3-1545 and 3-1546. No. 326-H. Elevation 1,942-705.

Iron pipe with brass cap, on high ground, $2\frac{1}{4}$ miles west of west switch, 4 feet south of northerly limit of N A Ry right of way, between second and third poles west of mile post 221 from junction with C N Ry and 55 feet east of Government telephone pole No. 3-1637. No. 327-H. Elevation 1,933 535.

See Jousard and Emilda.

Ardene: C.N.Ry Concrete bench mark pier $2\frac{1}{2}$ miles east of station and 20 feet east of ninth pole west of mile post 100 from Hanna, 90 feet west of a whistle post for westbound trains, 44½ feet east of a trestle over Service-berry creek (the farther east of two trestles about 100 feet apart), 1,485 feet easterly from road allowance along east boundary of sec 23-25-25 and 2 feet south of northerly limit of right of way, tablet in top of pier No. S-152 Elevation 2,452 180.

Concrete bench-mark pier, $1\frac{1}{2}$ miles southwest of station and 57 feet east of thirteenth pole west of mile post 104 from Hanna, 2 feet north of southerly limit of right of way, tablet on top of pier No. S-153 Elevation 3,040 011.

This bench mark was not found during inspection of 1947.

Concrete box culvert, 3 miles west of station and at mileage 105.8 from Hanna, 404 feet easterly from road allowance along east boundary of sec 13-25-25, in north end of culvert, bolt set vertically, 7 inches from east end of coping No. S-154 Elevation 3,067 815.

See Lyalta and Barstree.

Ardreeman: C.N.Ry Section house 300 feet northwest of northwest angle of passing track, tablet in southeast concrete foundation wall, 2 feet 8 inches from easterly corner and 3 inches below woodwork No. 56-H-2 Elevation 2,335-366.

This bench mark was not found during inspection of 1947. Foundation was covered by 2 inches of concrete.

See Unkas and Bremner.

Ashmont: Concrete bench mark pier $\frac{1}{2}$ mile west of station, 3 feet south of northerly limit of C.N.Ry right of way, 10 feet east of sixth pole west of mile post 104 from St. Paul Junction and 2,360 feet west of road allowance along east boundary of sec 28-59-11 Bolt set vertically No. DD-21 Elevation 2,128 361.

See Speeden and Ahlens.

Assineau: N.A.Ry wooden truss bridge over Assineau River immediately west of station. Tablet in bridge seat of west concrete abutment, 2 feet from south edge and 2 feet east of ballast wall No. 312-H Elevation 1,931 766.

Iron pipe with brass cap, 1 mile west of station 43 feet north of N.A.Ry track and at mileage 182.2 from junction with C.N.Ry, 47 feet east of a trestle and between Government telephone poles Nos. 3-320 and 3-321 No. 313-H Elevation, 1,939-531.

Iron pipe with brass cap on high ground 3 miles west of station, 50 feet north of N.A.Ry track 75 feet west of second pole west of mile post 184 from junction with C.N.Ry and 10 feet east of Government telephone pole No. 3-391 No. 314-H Elevation 1,932 168.

See Canyon Creek and Krause.

Atlee: C.P.Ry Public school in centre of east concrete foundation wall, bolt set horizontally, 14 inches below woodwork No. 354-D Elevation 2,558 058.

Concrete bench-mark pier, $1\frac{1}{2}$ miles west of station and at mileage 46.4 from Empress 200 feet westerly from road allowance along east boundary of sec 1-22-8 and 7 feet south of northerly limit of right of way bolt set vertically No. 353-D Elevation, 2,517 781.

See Halsbury and Majestic.

Baintree; C.N Ry Concrete bench-mark pier, 1 mile east of station and 15 feet east of nineteenth pole west of mile post 92 from Hanna, 352 feet west of east mile sign, 62 feet east of a private crossing, 880 feet east of trestle over Serviceberry creek and 2 feet south of northerly limit of right of way, tablet in top of pier No. S-140 Elevation, 2,829 682.

Concrete arch culvert, $2\frac{1}{2}$ miles northeast of station and at mileage 90 75 from Hanna, in top of coping on west end of culvert, 10 inches from north end of same, bolt set vertically No. S-148 Elevation, 2,800 507

Concrete bench-mark pier $2\frac{1}{2}$ miles southwest of station and 60 feet north of ninth pole south of mile post 96 from Hanna, 975 feet north of C.P.R.-C.N.R. diamond crossing, 1,800 feet northerly from road allowance along north boundary of sec 21-25-24 and 2 feet east of westerly limit of right of way, bolt set vertically No. S-151 Elevation, 2,910 402

See Ardenade and Rockyford

Balzac; C.P.R. Concrete arch culvert, $\frac{1}{2}$ mile south of station and 40 feet north of mile post 12 from Twelfth Street east, Calgary, tablet in top of coping on east end of culvert, 18 inches from north end of coping. No. H-9 Elevation, 3,529 708

See Beddington and Airdrie

Bankf; C.P.Ry bridge over Echo River, 900 feet west of station East concrete abutment, north end of west face, 21 inches above bridge seat Bolt set horizontally No. 240-C Elevation, 4,531 285

High school West wall, in west face of concrete a.l. of fifth window south of northerly entrance Bolt set horizontally No. 241-C Elevation, 4,540 943

See Bankhead and Sawback

Bankhead; Triple concrete box culvert under C.P.Ry, $3\frac{1}{2}$ miles southeast of station and at mileage 76 2 from Calgary Southeast face of southwest head-wall, 6 inches below top Bolt set horizontally No. 238-C Elevation, 4,453 791

C.P.Ry steel truss bridge over Cascade River $1\frac{1}{2}$ miles east of station and at mileage 78 3 from Calgary South face of east stone abutment, first course below bridge seat Bolt set horizontally No. 239-C Elevation 4,543 088

See Duthel and Bankf

Bantry; C.P.Ry Concrete bench-mark pier 1 mile northwest of station and between third and fourth poles east of mile post 60 from Medicine Hat, 135 feet west of a whistle post for eastbound trains and 6 feet south of northerly limit of right of way bolt set vertically No. 318-D Elevation 2,506 020

See Brooks and Tilley

Bardo; C.N Ry Alberta Pool elevator, tablet in north concrete foundation wall 18 inches from northeast corner and 8 inches below metal sheathing. No. 75-F-2 Elevation 2,401 195

Concrete bench-mark pier $1\frac{1}{2}$ miles south of station and 35 feet north of first pole south of mile post 7 from Telford, 135 feet southerly from road allowance along north boundary of sec 34 49-19 and 6 feet east of westerly limit of right of way, bolt set horizontally in north side of pier No. 75-F Elevation 2,384 611

See Telford and Kingman

Barlow; C.N Ry See Barlow Junction, B.M. No. S-173

Barlow Junction: C.N.Ry Steel truss bridge over C.P.Ry irrigation canal, $\frac{1}{2}$ mile west of station and at mileage 132.8 from Hanna, in top of south concrete retaining wall at east end of bridge 22 inches from east end of wall, bolt set vertically No. 8-172 Elevation 3,409.855

Plate girder bridge over Bow River $1\frac{1}{2}$ miles west of station and at mileage 133.4 from Hanna, in top of south concrete retaining wall at east end of bridge, bolt set vertically directly above south end of abutment. No. 8-173. Elevation 3,399-063.

See Calgary and Janet.

Barnegat: N.A.Ry Concrete bench-mark pier, $\frac{1}{2}$ mile north of station and 30 feet south of sixth pole north of mile post 122 from Carbondale, $\frac{1}{2}$ mile southerly from road allowance along east boundary of sec. 24-67-13 and 3 feet west of easterly limit of right of way, tablet in top of pier No. V-34. Elevation 1,830-873.

Concrete bench-mark pier $2\frac{1}{2}$ miles west of station and 67 feet west of eighth pole west of mile post 119 from Carbondale near the middle of a curve, $\frac{1}{2}$ mile easterly from road allowance along east boundary of sec. 11-67-13 and 3 feet south of northerly limit of right of way, tablet in top of pier No. V-33. Elevation 1,870.806.

See Tweedie and Lac la Biche.

Barons: C.P.Ry section house 600 feet north of station. Front or east concrete foundation wall, 10 feet from northeast corner and 6 inches below imitation brick sheathing. Bolt set horizontally No. 76-D Elevation 3,152.503.

See Carmangay and Nobleford.

Bashaw: C.N.Ry Alberta Pool elevator in west concrete foundation wall, 7 inches from northwest corner and 21 inches below metal sheathing bolt set horizontally No. 65-F Elevation 2,601.352.

Concrete bench-mark pier $4\frac{1}{2}$ miles southwest of station and at north pole south of mile post 67 from Tofield or fifteenth pole north of road allowance along north boundary of sec. 12-41-22 $\frac{1}{2}$ feet east of westerly limit of right of way, bolt set horizontally in north side of pier No. 64-F Elevation 2,630.287.

This bench mark was not found during inspection of 1947.

See Dornalee and Mirror.

Bassano: C.P.Ry Fundamental bench mark in the eastern outskirts of the town, 4 feet west of east limit of road allowance along east boundary of sec. 17-21-18, which is the first road crossing the railway east of station. The pier is 1,227 feet north of northerly limit of right of way and 1,704 feet south of northeast section corner, tablet in top of pier No. 307-D-2. Elevation 2,607-346.

Post office north side wall, in first plaster from northwest corner, bolt set horizontally in third course of stonework below water table. No. 306-D Elevation 2,600.794.

Plate girder bridge over irrigation canal 1 mile east of station and at mileage 117.6 from Empress, in north face of west concrete abutment, 3 feet above bridge seat bolt set horizontally No. 307-D Elevation 2,592.885.

Concrete bench mark pier, $\frac{1}{2}$ miles southeast of station and at mileage 92.5 from Medicine Hat, 12 feet westerly from road allowance along north boundary of sec. 36-20-18 and 6 feet north of southerly limit of right of way, bolt set vertically No. 308-D Elevation 2,666.811.

See Grants, Lethbrn, and Coutee.

Battle: C.N.Ry See Camrose, B.M. No. 69-F-3, and Duhamel B.M. No. 69-F

Bay Tree; Iron pipe with brass cap, 2 miles west of Bay Tree post office, 315 feet west and 66 feet north of northeast corner section 4-79-13, near north fence line of road allowance. No. 688-H. Elevation 2,125-790.

Iron pipe with brass cap, near Bay Tree post office and general store, 66 feet north of northeast corner section 2-79-13. No. 689-H. Elevation 2,215-380.

Iron pipe with brass cap, 1 mile north and $1\frac{1}{4}$ miles east of Bay Tree post office, 66 feet north of north quarter corner section 7-79-12. No. 700-H. Elevation 2,185-434.

Iron pipe with brass cap, 1 mile north and 4 miles east of Bay Tree store and post office, near south fence line of road allowance, 160 feet west of northeast corner section 9-79-12. No. 701-H. Elevation 2,187-617.

See Briar Ridge and Gordondale.

Bearspaw; Concrete box culvert under C P Ry., $1\frac{1}{2}$ miles southeast of station and at mileage 12.3 from Calgary, at a disused gravel washing plant. North end of west face, 10 inches below top. Bolt set horizontally. No. 220-C. Elevation 3,596-097.

See Robertson and Glenbow.

Beaverhill; C N Ry. See Bruderheim, B.M. No. L-10.

Beaverlodge; Iron pipe with brass cap, $2\frac{1}{2}$ miles southeast of station, 3 feet north of southerly limit of N A Ry. right of way and between first and second poles west of mile post 76 from Ry. east. 100 feet west of road allowance along east boundary of sec. 36-71-10. No. 403-H. Elevation 2,368-306.

Iron pipe with brass cap, $\frac{1}{2}$ mile southeast of station and about 1,900 feet east of N A Ry. on north boundary of sec. 35-71-10, 144 feet west of northeast corner of section. No. T-67. Elevation 2,419-397.

Public school. Tablet in front of northwest concrete foundation wall, 15 inches northeast of porch at main entrance and 6 feet 5 inches below brickwork. No. 404-H. Elevation 2,385-367.

Iron pipe with brass cap, $2\frac{1}{4}$ miles northwest of station, on east boundary of sec. 16-72-10, 176 feet south of $\frac{1}{4}$ sec. corner, 30 feet south of intersection of N A Ry. track and at foot of fill (18 feet southwest of track). No. T-68. Elevation 2,291-675.

See Hualien and Albright.

Beddington; C P Ry. Boulder, 8 feet by 10 feet, at easterly limit of right of way, $3\frac{1}{2}$ miles south of station, 20 feet south of fourth pole north of mile post 5 from Twelfth Street east Calgary, and 1,150 feet north of Calgary-Edmonton highway crossing, top of broken shank of tablet set vertically in top of rock. 5 inches west of easterly fence of right of way. No. H-7. Elevation 3,440-271.

See Calgary and Balzac.

Behan; N A Ry. Concrete bench-mark pier, $2\frac{1}{4}$ miles northeast of north switch and 10 feet north of first pole south of mile post 164 from Cardondale, 1,120 feet southerly from north boundary of sec. 1-73-10 and 41 feet west of track, bolt set vertically. No. V-45. Elevation 2,162-321.

Concrete bench-mark pier, $1\frac{1}{4}$ miles southwest of south switch, 10 feet north of mile post 160 from Cardondale and 44 feet east of track, bolt set vertically. No. V-44. Elevation 2,193-296.

See Philomena and Margie.

Belscher; C N Ry. Bridge over C P Ry., $2\frac{1}{4}$ miles southwest of C N Ry. station and at mileage 94.5 from Mirror, in north face of west concrete abutment,

18 inches from west face and 2 feet 9 inches below C N Ry track level, bolt set horizontally No. 47 F Elevation 2,033 624.

Bolt is loose. Elevation is only approximate.

See Granger and Irricana.

Bella: Concrete bench-mark pier 2 miles east of station 2 feet south of northerly limit of C N Ry right of way and 15 feet east of fifth pole west of mile post 78 from St. Paul Junction near the west end of a curved S. Bolt set vertically No. DD-13 Elevation 2,154 682.

United Church East side wall in concrete foundation 18 inches from rear corner and 2 feet 1 inch below woodwork Bolt set horizontally No. DD-14 Elevation 2,194 222.

Concrete bench-mark pier 2 miles east of station 3 feet north of southerly limit of C N Ry right of way, 15 feet east of third pole west of mile post 82 from St. Paul Junction and 550 feet west of road allowance along east boundary of sec. 25-59-15. Bolt set vertically No. DD-15 Elevation 2,232 344.

See Edward and Vidua.

Belloy: Iron pipe with brass cap, 2½ miles east of station 5 feet north of southerly limit of N A Ry right of way and 72 feet west of eleventh pole east of mile post 327 from junction with C N Ry near the west end of a shallow cut. No. 368 H. Elevation 1,898 997.

Iron pipe with brass cap, ¼ mile west of station, 4 feet south of northerly limit of N A Ry right of way and at south pole east of mile post 330 from junction with C N Ry, near the east end of a shallow cut. No. 369 H. Elevation 1,889 035.

See Codrea and Wanham.

Benton: C N Ry Concrete bench-mark pier 1 mile west of station and 62 feet west of fourth pole east of mile post 62 from Kindersley 196 feet west of west mile sign 1,140 feet easterly from road allowance along east boundary of sec. 32-27-3 and 1 foot south of northerly limit of right of way tablet in top of pier No. S-84 Elevation 2,463 981.

Concrete bench-mark pier, 3 miles northeast of station and 6 feet west of eighteenth pole east of mile post 58 from Kindersley 2,030 feet westerly from road allowance along east boundary of sec. 12-28-3 and 2 feet north of southerly limit of right of way tablet in top of pier No. S-82 Elevation 2,444 603.

See Oyen and Sibbald.

Berwyn: Iron pipe with brass cap, 1½ miles east of station 3 feet south of northerly limit of N A Ry right of way 55 feet west of sixteenth pole east of mile post 70 from Winagov and 200 feet westerly from north boundary of Peace River Crossing Indian Reserve No. 449-H Elevation 2,106 286.

Public school (S.D. No. 3337) Front of building tablet in north concrete foundation wall of porch at southerly entrance 2 feet from north-west corner of porch and 1 foot below woodwork No. 440-H Elevation 2,139-858.

Iron pipe with brass cap, 2 miles west of station, 3 feet north of southerly limit of N A Ry right of way, 25 feet west of seventh pole west of mile post 73 from Winagov and 60 feet west of road allowance along east boundary of sec. 26-62-25. No. 450 H. Elevation 2,135 776.

See Grimshaw and Brownvale.

Beynon: C N Ry Concrete bench-mark pier 1½ miles northeast of station and 11 feet east of fourth pole east of mile post 67 from Hanna, 445 feet west

of trestle over Rosebud River 345 feet east of east switch, 214 feet east of a whistle post for eastbound trains and 2 feet south of northerly limit of right of way tablet in top of pier No. 8-137. Elevation 2,287.449.

Concrete bench mark pier 2½ miles west of station and 2 feet south of northerly limit of right of way tablet in top of pier No. 8-138. Elevation 2,484.062.

This bench mark was not found during inspection of 1947.

See Rosebud and Wayne.

Beausson: Iron pipe with brass cap 3¼ miles southwest of ferry over Big Smoky River and 1½ miles east of Beausson general store and post office 78 feet east of east wall of farmhouse owned by B. J. Galant, at a fence corner on north limit of highway No. 647-H. Elevation 2,051.713.

Farmhouse owned by Geo. F. Ames on northwest quarter sec. 10-72-3, about ½ mile west of Beausson general store and post office. Tablet in east concrete foundation wall 6 feet from northeast corner of building and 8 inches below woodwork. No. 648-H. Elevation 2,145.449.

Iron pipe with brass cap just east of farmhouse owned by Harry Card 3 miles west of Beausson general store and post office 108 feet west of northeast corner sec. 7-72-3 between telephone poles 4-2571 and 4-2572, 400 feet east of farmhouse 2 feet south of north fence line of highway No. 649-H. Elevation 2,155-527.

Roman Catholic Church on southeast quarter sec. 13-72-4 4¼ miles west of Beausson general store and post office. Tablet in west concrete foundation wall 30 inches north of north transept wall, 15 inches below top of wall. No. 650-H. Elevation 2,158.745.

Iron pipe with brass cap opposite farmhouse owned by T. L. Schultz, 6½ miles west of Beausson general store and post office 87 feet west of driveway entrance to farm 54 feet west of telephone pole No. 4-2584, on fence line along north limit of highway No. 651-H. Elevation 2,262.741.

Bickerdike: Concrete bench mark pier 2½ miles west of station 48 feet south of C.N.Ry. track 330 feet west of mile post 12 from Edson 330 feet east of a jog in right of way fence and at the west end of a long clay cut. North face of pier bolt set horizontally. No. 84-H. Elevation 3,164.207.

See Ansell and Galloway.

Bilbois: N.A.Ry. See Venice B.M. No. V-28.

Bindloss: C.P.Ry. Concrete bench-mark pier, 1¼ miles east of station and 360 feet west of mile post 12 from Empress near the middle of a curve and 2 feet south of northerly limit of right of way bolt set vertically. No. 362-D. Elevation 2,112.630.

Concrete bench mark pier, 3½ miles southwest of station and at mileage 16.7 from Empress at the north end of a long deep clay cut and 4 feet east of westerly limit of right of way bolt set vertically. No. 361-D. Elevation 2,101.773.

See Cavendish and Sharrow.

Bircham: C.N.Ry. See Grainger B.M. No. 49-F.

Bischoff: C.N.Ry. See Union Junction B.M. No. U-1, and Acteson B.M. 63-H.

Bittern Lake: Concrete bench-mark pier 2½ miles east of station 3 feet south of northerly limit of C.P.Ry. right of way 10 feet east of first pole east of mile post 78 from Hardisty and 580 feet west of road allowance along east boundary of sec. 32-45-21. Bolt set vertically. No. 675-C. Elevation 2,455.057.

Concrete bench-mark pier 2 miles southwest of station, 3 feet north-west of southeast limit of C P Ry right of way 22 feet northeast of fifth pole southwest of mile post 82 from Hardisty and 130 feet northeast of road allowance along east boundary of sec 27-46-22 Bolt set vertically No. 676-C Elevation 2,442 830

See Ervick and Gwynne.

Blackfalds: Concrete box culvert under C P Ry $\frac{3}{4}$ miles south of station and at mileage 6 2 from Red Deer $\frac{1}{4}$ mile northerly from road allowance along east boundary of sec 4-39-27 Tablet in top of east headwall 5 inches from north end No H-30 Elevation 2,880 923

C P Ry plate girder bridge over Hindman River $2\frac{1}{2}$ miles south of station and at mileage 9 3 from Red Deer 300 feet northwest of crossing of Calgary Edmonton highway Tablet in bridge seat of southeast concrete abutment, 3 feet 10 inches from southwest (upstream) edge and 1 foot from north west edge No H-31 Elevation 2,782 965

See Red Deer and Lacombe

Blackie: Old public school a frame building immediately south of new brick building In concrete foundation of north side wall of front section, 2 feet from northeast corner and 15 inches below woodwork Bolt set horizontally No. 63-D Elevation 3,354 569

See Massey and Brant.

Blairmore: C P Ry Plate girder bridge over Lyon creek, $\frac{1}{4}$ mile east of station and at mileage 87 8 from Lethbridge in north face of east concrete abutment 22 inches below bridge seat, bolt set horizontally No 103-D Elevation 4,223-761

See Frank and Coleman

Bluesky: Concrete bench-mark pier $3\frac{1}{4}$ miles east of station 3 feet south of northerly limit of N A Ry right of way and at mileage 88 5 from Winagami, 100 feet east of road allowance along east boundary of sec 1-82-2 Tablet in top of pier No 456-H Elevation 2,111 226

Iron pipe with brass cap $\frac{1}{4}$ mile east of station 3 feet south of northerly limit of N A Ry right of way and 150 feet west of trestle over Chocolate creek at mileage 91 2 from Winagami No 457-H Elevation 2,125 177

See Whitelaw and Fairview

Bon Accord: N A Ry Concrete bench-mark pier, $\frac{1}{4}$ mile southwest of station and 29 feet south of fourteenth pole south of mile post 8 from Carbondale, 1,230 feet southerly from road allowance along east boundary of sec 12-56-24, opposite second whistle post south of road allowance 3 feet east of westerly limit of right of way 45 feet west of centre line of track and on the south slope of a hill, bolt set vertically No V 2 Elevation 2,294 817

See Carbondale and Fedorah

Bonari: C N Ry Concrete bench-mark pier, $\frac{1}{4}$ mile northeast of east switch and 12 feet north of fifth pole south of mile post 130 from Kindersley, 40 feet south of yard limit sign, 3,380 feet southerly from road allowance along north boundary of sec 9-21 13 and 2 feet east of westerly limit of right of way tablet in top of pier No S-107 Elevation 2,716 186

See Hanna and Aloss

Bondies: N A Ry Concrete bench-mark pier 1 mile east of station and 34 feet east of first pole east of mile post 79 from Carbondale 1,340 feet easterly from road allowance along east boundary of sec 5-65-18 and 4 feet south of northerly limit of right of way, tablet in top of pier No V-21 Elevation 2,046 043

Concrete bench-mark pier, $4\frac{1}{2}$ miles northeast of station, 20 feet east of twelfth pole west of mile post 83 from Carbondale and 49 feet south of track, bolt set vertically No. V-22. Elevation 2,020 254

See Boyle and Caslan

Barrisdale; C.N.Ry Concrete bench-mark pier, 900 feet east of station and opposite second pole west of mile post 117 from North Battleford, 430 feet east of east switch of passing track and 4 feet north of southerly limit of right of way, tablet in top of pier No. L-39. Elevation 2,031 298.

Iron pipe filled with concrete $\frac{1}{2}$ mile east of station and 10 feet west of third pole east of mile post 117 from North Battleford, 465 feet westerly from road allowance along east boundary of sec. 29-50-5 and 33 feet north of track, bolt set vertically No. L-38. Elevation 2,036 447

Iron pipe filled with concrete, $3\frac{1}{2}$ miles northeast of station and 35 feet west of sixth pole east of mile post 114 from North Battleford, 610 feet easterly from road allowance along north boundary of sec. 35-50-5 and 2 feet north of southerly limit of right of way, bolt set vertically No. L-40. Elevation 2,004 431

Concrete bench-mark pier, 70 feet west of west switch of passing-track and midway between thirteenth and fourteenth poles east of mile post 118 from North Battleford, 4 feet south of northerly limit of right of way, tablet in top of pier No. L-37. Elevation 2,042 640

Iron pipe filled with concrete $2\frac{1}{2}$ miles west of station and 30 feet east of seventh pole east of mile post 120 from North Battleford, 1,290 feet east of a whistle post for westbound trains and 3 feet south of northerly limit of right of way bolt set vertically No. L-36. Elevation 2,028 064

See Vermilion and Lalay

Betha; C.P.Ry Bank of Montreal, in north concrete foundation wall, 1 foot from northwest corner and 2 feet 2 inches below woodwork, bolt set horizontally No. Z-14. Elevation 2,654-451

See Gadsby and Stettler

Bowden; C.P.Ry Public school, in stone foundation of north side wall, 13 inches from northwest corner and 2 feet 6 inches below brickwork, bolt set horizontally No. H-22. Elevation 3,282 448.

Double concrete box culvert $1\frac{1}{2}$ miles south of station and at mileage 65.6 from Twelfth Street east, Calgary, tablet in top of coping on east end of culvert, 8 inches from south end of coping No. H-21. Elevation 3,234-193

See Olds and Innisfail

Bowell; C.P.Ry Public school in concrete foundation of northeast side wall, midway between two basement windows and 18 inches below woodwork, bolt set horizontally No. 329-D. Elevation 2,591 550.

Concrete bench-mark pier, 3 miles southeast of station and at mileage 11.7 from Medicine Hat 22 feet easterly from road allowance along east boundary of sec. 33-13-7 and 6 feet north of southerly limit of right of way, bolt set vertically No. 330-D. Elevation 2,530 616

Concrete bench-mark pier $5\frac{1}{2}$ miles northwest of station and opposite east switch of Dennis passing-track, at first pole east of mile post 20 from Medicine Hat and 6 feet north of southerly limit of right of way bolt set vertically. No. 328-D. Elevation 2,452-011

See Suffield and Redcliff

Bow Island: C.P. Ry. Concrete arch culvert $\frac{1}{2}$ mile east of station and at mileage 40.3 from Dunmore, the farther east of two culverts. In south face of culvert, immediately above west wing-wall, bolt set horizontally. No. 178-C. Elevation 2,507-587.

See Winnifred and Burdett.

Boyle, N.A. Ry. Concrete bench-mark pier, 2 miles northeast of station and 59 feet west of thirteenth pole west of mile post 75 from Carbondale, 370 feet west of a private crossing, $\frac{1}{2}$ mile easterly from east boundary of sec. 10-65-19 and 4 feet north of southerly limit of right of way, tablet in top of pier. No. V-20. Elevation 2,079.360.

See Elliscott and Bondara.

Brasburn: Iron pipe with brass cap, $1\frac{1}{2}$ miles north of north switch, 47 feet west of N.A. Ry. track, 36 feet south of third pole south of mile post 17 from Rycroft and 17 feet south of the farther south of two section houses. No. 353-H. Elevation 2,387.029.

Iron pipe with brass cap, $\frac{1}{2}$ mile south of south switch, 47 feet east of N.A. Ry. track and at sixth pole north of mile post 20 from Rycroft, near the south end of a shallow cut at east side of track. No. 384-H. Elevation 2,492.040.

Iron pipe with brass cap, $\frac{3}{4}$ miles south of south switch, 40 feet west of N.A. Ry. track and at fifth pole north of mile post 23 from Rycroft, at the south end of a shallow curved cut. No. 385-H. Elevation 2,634.081.

See Woking and Webster.

Brant: Concrete bench-mark pier, $2\frac{1}{2}$ miles northwest of station, 8 feet east of westerly limit of C.P. Ry. right of way and at mileage 67.3 from Conahurst, 10 feet north of road allowance along north boundary of sec. 20-18-24. North face of pier. Bolt set horizontally. No. 64-D. Elevation 3,301.139.

C.P. Ry. station. Rear or southwest concrete foundation wall, 2 feet 9 inches from southerly corner and 7 inches below woodwork. Bolt set horizontally. No. 65-D. Elevation 3,268.344.

See Blackie and Ensign.

Bremner: C.N. Ry. Concrete bench-mark pier, 1 mile southeast of station and at twelfth pole west of mile post 113 from Wainwright, 639 feet east of a trestle and 5 feet south of northerly limit of right of way, tablet in top of pier. No. 55-H-3. Elevation 2,272.829.

Concrete bench-mark pier, 2 miles northwest of station and 25 feet west of tenth pole west of mile post 116 from Wainwright, 108 feet east of a private crossing and 62 feet south of northerly limit of right of way (in line with telegraph poles), bolt set horizontally in northeast side of pier. No. 56-H. Elevation 2,311-282.

See Androsian and Clover Bar.

Briar Ridge: Iron pipe with brass cap, at bridge over Poudre Coups Creek, known as Riley Crossing, in fence angle at northeast corner of a garden plot owned by John Bridgman, 125 feet south of bridge and 75 feet east of centre line of road. No. 695-H. Elevation 1,895-415.

Farmhouse "Hillview Farm" owned by John Sutherland, $\frac{1}{2}$ mile east of Briar Ridge post office. Tablet in east concrete foundation wall of house, 3 feet from northeast corner and 6 inches below woodwork. No. 696-H. Elevation 2,183.248.

Iron pipe with brass cap, 2 miles east of Briar Ridge post office, 128 feet north of northeast corner section 10-78-13, 2 feet west of fence line. The top of pipe is flush with the ground. No. T-87. Elevation 2,163.706.

Farmhouse owned by Arthur Bourque, on northeast quarter section 31-78-13 $3\frac{1}{2}$ miles east of Briar Ridge post office and on the westerly side of Horse Shoe Creek. Tablet in east concrete foundation, 18 inches from southeast corner of building and 1 foot below woodwork. No. 697-H. Elevation 2 129.046.

See Bay Tree

Brickburn: C P Ry. See Robertson B.M. No. 319-C

Brocket: C P Ry. Steel trestle bridge over Pincher creek, $1\frac{1}{2}$ miles west of station and at mileage 53.7 from Lethbridge, in north end of east face of west concrete abutment, 3 feet 2 inches above bridge seat, bolt set horizontally. No. 93-D. Elevation 3,505.895

See Peigan and Pincher

Brooks: C P Ry. Concrete box culvert, $2\frac{1}{2}$ miles southeast of station and at mileage 64.6 from Medicine Hat, 365 feet easterly from road crossing, in centre of northeast face, 2 feet below top, bolt set horizontally. No. 316-D. Elevation 2,447.974

Inverted siphon carrying "Brooks Aqueduct" under railway, $3\frac{1}{2}$ miles southeast of station in north face of concrete wall of siphon, on south side of track, bolt set horizontally 35 feet from track, 15 inches above ground and 10 inches below a sma. mauling. No. 317-D. Elevation 2,479.918. Small concrete and culvert $\frac{1}{2}$ mile west of station and at mileage 67.6 from Medicine Hat in east face of culvert face-wall, 10 inches below top, bolt set horizontally. No. 318-D. Elevation 2,484.584

Highway culvert over irrigation canal $4\frac{1}{2}$ miles west of station and opposite second pole west of mile post 71 from Medicine Hat, 100 yards south of the railway, in west face of north concrete abutment, 9 inches below bridge seat, bolt set horizontally. No. 314-D. Elevation 2,543.606

Road and bridge are not now in use

See Cassile and Bantry

Brownvale: Iron pipe with brass cap, 2 miles east of station, 3 feet south of northerly limit of N A Ry. right of way, 30 feet west of tenth pole west of mile post 75 from Winnipeg and 100 feet west of road allowance along east boundary of sec. 28-82-25. No. 451-H. Elevation 2,147.131

Iron pipe with brass cap, 1 mile west of station, 3 feet north of southerly limit of N A Ry. right of way, 66 feet west of thirteenth pole west of mile post 76 from Winnipeg and 100 feet west of road allowance along east boundary of sec. 24-82-26. No. 452-H. Elevation 2,126.177

See Berwyn and Whitelaw

Bruderheim: C N Ry. United Grain Growers' elevator in north concrete foundation wall of main portion of building, 6 inches from northeast corner and 15 inches below woodwork, bolt set horizontally. No. L-9. Elevation 2 076.406.

Iron pipe filled with concrete, $3\frac{1}{2}$ miles southeast of station and 75 feet east of third pole east of mile post 96 from Vermilion, 920 feet westerly from road allowance along east boundary of sec. 26-55-20 and 3 feet north of southerly limit of right of way, bolt set vertically. No. L-10. Elevation 2 140.620

See Scottford and Lamont

Buffalo: C P Ry. Concrete bench-mark post $2\frac{1}{2}$ miles east of station and at mileage 29.7 from Empress, 20 feet easterly from road allowance along east boundary of sec. 27-21-5 and 6 feet south of northerly limit of right of way, bolt set vertically. No. 357-D. Elevation 2,293.271

Concrete bench-mark pier 1 mile west of station and at mileage 34.1 from Empress. 1680 feet west of road allowance along east boundary of sec. 25-21-4 and 5 feet north of southerly limit of right of way. Bolt set vertically. No. 356-D. Elevation 2332-245.

See Majestic and Cavendish.

Bull's Head: C.P.Ry. See Dauntless, B.M. No. 171-C and Sevenpersons, B.M. No. 172-G.

Burbank: C.N.Ry. See Blackfalds, B.M. No. H 31.

Burdett: C.P.Ry. United Church, in west concrete foundation wall, 5 feet 5 inches from southwest corner and 8 inches below woodwork, bolt set horizontally. No. 181-C. Elevation 2575.132.

F. A. Lumbard's stationery and drug store, in north concrete foundation wall, 4 feet 7 inches from northeast corner and 21 inches below woodwork, bolt set horizontally. No. 180-C. Elevation 2574-150.

See Bow Island and Grassy Lake.

Burns: Concrete arch culvert under C.P.Ry. $1\frac{1}{2}$ miles west of station and at mileage 80.9 from Lethbridge, opposite a stone house at north side of highway. West face of south headwall, 1 foot below top. Bolt set horizontally. No. 100-D. Elevation 2983.201.

See Landbreck and Hillcrest.

Busby: Concrete bench-mark pier $1\frac{1}{2}$ miles south of station, 2 feet east of westerly limit of N.A.Ry. right of way, 67 feet north of fourth pole south of mile post 34 from junction with C.N.Ry. and 20 feet south of Government telephone pole No. 1-1327 near the centre of a curve. Tablet in top of pier. No. U-10. Elevation 2368.650.

Concrete bench-mark pier 3 miles north of station, 3 feet west of easterly limit of N.A.Ry. right of way, 65 feet north of fifth pole north of mile post 38 from junction with C.N.Ry. 50 feet south of Government telephone pole No. 1-1472 and $\frac{1}{4}$ mile north of road allowance along north boundary of sec. 21-57-26. Tablet in top of pier. No. U-11. Elevation 2320.912.

See Mearns and Pickardville.

Butter: C.N.Ry. Section house, in west concrete foundation wall, 15 inches from northwest corner and 12 inches below stucco, bolt set horizontally. No. 29-H. Elevation 2014.108.

See Chauvin.

Calgary: Foundation bench-mark in Central park, behind the public library on a line joining the centre of the rear wall of the library and the South African war memorial, 130 feet east of the latter, tablet in top of pier. No. 810-C. Elevation 3430.713.

Public library, in stone parapet at south side of steps at main entrance, on a bench with fifth stone below sill and midway between north and south edges of parapet, bolt set vertically. Elevation 3442.183.

Established by City Engineer's Department.

City hall, in south wall, 8 inches from southeast corner and seventh course of stonework below water table, bolt set horizontally. No. 51-D. Elevation 3427.561.

City hall, tablet in top of stone parapet at head of basement stairway at rear of building, 1 foot east of main wall. No. H 3. Elevation 3430.011.

Court house, in west wall, 1 foot from northwest corner and third course of stonework below water table, bolt set horizontally. No. 50-D. Elevation 3443-190.

C P Ry station in west wall 3 feet from southwest corner 40 feet east of east wall of Palmer hotel and second course of stonework above platform bolt set horizontally No 317 C Elevation 3 440 703

Building at southwest corner of Eighth Avenue and First Street east, in south of the foundation wall 8 feet from southeast corner and 17 inches above pavement of curb bolt set horizontally N H 2 Elevation 3 437 256

Langston bridge over Bow River in Fourth Street east tablet in top of east concrete wing-wall at north end of bridge 10 inches from northeast edge and 10 inches from northwest edge of wall No H 4 Elevation 3 439 227

Plate girder bridge over south of Elbow River on C N Ry freight spur line $\frac{1}{2}$ mile east of city hall in south end of west face of east concrete abutment 9 inches above bridge seat bolt set horizontally No 30-F Elevation 3 415-749

Steel truss bridge over Bow River on C N R Ry freight spur line $\frac{1}{4}$ miles southeast of city hall and immediately upstream from C P Ry main line bridge in north end of west face of east concrete abutment bolt set horizontally above bridge seat No 40-F Elevation 3 400 462

C P Ry bridge over Bow River in Calgary Edmonton on $\frac{2}{3}$ miles northeast of C P Ry station Northern concrete pier stank of tablet in bridge seat of steel truss span 3 feet from pointed downstream end of pier and 15 inches east of bed plate of truss No H 6 Elevation 3 407 503

Howell tablet on a portion of arch have been broken off hence elevation is recoverable only approximately

Calgary Macleod highway bridge over C N Ry $\frac{1}{2}$ mile southeast of C N Ry station and at mile post 135 from Hanna first concrete pedestal north of track at southeast side of bridge bolt set vertically in top of pedestal 6 inches from southeast edge and 6 inches from southwest edge No B-175 Elevation 3 441 193

C N Ry bridge over C P Ry Calgary Macleod line $\frac{1}{4}$ miles southeast of C P Ry station in concrete footing of steel column at south side of bridge and east side of C P Ry track bolt set horizontally in west face of footing 3 feet 2 inches below top No 32 D Elevation 3 418 841

Eighth Street west subway under C P Ry in south face of concrete retaining wall at north side of track and east side of street 6 inches below top of concrete and 17 inches north of north railing of bridge bolt set horizontally No 318-C Elevation 3 448 844

See Robertson Turner Hubalta Beddington and Barlow Junction

Campbell; Concrete bench-mark pier $\frac{1}{2}$ mile south of south switch 3 feet east of westerly limit of N A Ry right of way 35 feet south of eleventh pole north of mile post 3 from junction with C N Ry and 215 feet north of road allowance along north boundary of sec 36-32-25 Tablet in top of pier No. U-2 Elevation 2 256 021

Concrete bench mark pier 3 miles north of north switch 3 feet east of westerly limit of N A Ry right of way 30 feet north of ninth pole north of mile post 7 from junction with C N Ry and 770 feet north of centre line of crossing of Fort Saskatchewan & Albert road Tablet in top of pier No. U-3 Elevation 2 317-595

See Union Junction and Carbondale

Camrose; Fundamental bench mark $\frac{1}{4}$ miles west of C P Ry station and $\frac{1}{2}$ mile south of railway 128 feet south of northeast corner of sec 22-48-30 and 4 feet east of west limit of road allowance tablet in top of pier No 70-F-2 Elevation 2 467-846

J. W. Russell school. north wall, in north face of concrete sill of fourth basement window from northeast corner of building, 14 inches from east end of sill and 3 inches below surface, bolt set horizontally No 71-F Elevation 2,427.001

Dismantled signal tower beside C. N. Ry. track, at junction with Camrose-Edmonton line $2\frac{1}{2}$ miles north of C. N. Ry. station, in northwest face of concrete foundation, 5 feet from westerly corner and 3 inches below top, bolt set horizontally No 72-F Elevation 2,413.935

Concrete footing of skyscraper at west side of C. N. Ry. track 1 mile south of station and at mileage 49.1 from Edmonton, tablet in side of footing facing track 6 inches below top N. 69-1-3 Elevation 2,416.997

See Erick, Dinant, and Duhamel.

Camrose: Double concrete box culvert under C. P. Ry., 1,000 feet southeast of station. Southeast face of northeast headwall 6 inches below top. Bolt set horizontally N. 235-C Elevation 4,393.870

Double concrete box culvert under C. P. Ry., $2\frac{1}{2}$ miles northwest of station and at mileage 69.8 from Calgary. Southeast face of northeast headwall, 6 inches below top. Bolt set horizontally N. 236-C Elevation 4,339.352

See Enghow and Duthil.

Cannell: C. N. Ry. See Union Junction B.M. No U-1

Canyon Creek: Iron pipe with brass cap, $\frac{1}{2}$ mile east of station, 300 feet east of Waterbury flag stop, 43 feet north of N. A. Ry. tracks, 62 feet west of north pole east of mile post 175 from junction with C. N. Ry. and, between Government telephone poles Nos. 3-72 and 3-73 No. 310-H Elevation 1,909.600

Iron pipe with brass cap, $\frac{1}{2}$ mile east of station, 3 feet north of southerly limit of N. A. Ry. right of way, 68 feet west of first pole west of mile post 177 from junction with C. N. Ry. and 123 feet east of a storage plant No. 311-H Elevation 1,926.538

See Wagner and Azzineau

Carbondale: Concrete bench-mark pier, 1 mile northwest of station, 3 feet northeast of southwest limit of N. A. Ry. right of way, 80 feet northwest of seventh pole northwest of mile post 15 from junction with C. N. Ry. and 1,500 feet northwest of road allowance along east boundary of sec. 18-55-24. Tablet in top of pier No. U-5 Elevation 2,266.035

Concrete bench-mark pier, 4 miles northwest of station and 70 feet south of second pole north of mile post 4, 2,345 feet southerly from road allowance along east boundary of sec. 34-55-24 and 3 feet east of westerly limit of the former N. A. Ry. right of way, 1,230 feet south of a private crossing, tablet in top of pier No. V-1 Elevation 2,273.275

See Campbell, Mortville, and Bon Accord

Cardiff: N. A. Ry. See Carbondale B.M. No U-5

Carmangay: Concrete bench-mark pier, $4\frac{1}{2}$ miles north of station, 6 feet east of westerly limit of C. P. Ry. right of way and 38 feet north of second pole south of mile post 34 from Craiburst. North face of pier. Bolt set horizontally No. 72-D Elevation 3,161.107

C. P. Ry. station. Rear or east concrete foundation wall, 4 feet from southeast corner and 9 inches below woodwork. Bolt set horizontally No. 72-D Elevation 3,081.623

Public school. Bolt set horizontally at centre of north face of concrete parapet at north side of main entrance No. 74-D Elevation 3,080.917

See Champion and Barons

Carrot Creek; Concrete foundation of demolished C.N. Ry. water tank. $2\frac{1}{2}$ miles west of station and at mileage 105.6 from Edmonton about 700 feet west of a trestle. Bolt set horizontally at centre of face which is parallel and nearest to track, 4 inches below top. No. 78-H. Elevation 2,746-679.

See Nason and Yates.

Carstairs; C.P. Ry. Bank of Montreal in east concrete foundation wall, 1 foot from northeast corner and 10 inches below woodwork. Bolt set horizontally. No. H-16. Elevation 3,477-714.

Plate girder bridge over Carstairs creek. $2\frac{1}{2}$ miles south of station and at mileage 36.8 from Twelfth Street east, Calgary, tablet in bridge seat of south concrete abutment, 5 inches from east edge and 7 inches from north edge. No. H-15. Elevation 3,296-618.

See Crossfield and Didsbury.

Carvel; C.N. Ry. Water tank. $\frac{1}{2}$ mile west of station, in north face of concrete foundation wall, 3 feet 6 inches to the right of the spout and 5 inches below woodwork, bolt set horizontally. No. 67-H. Elevation 2,454-240.

See Stonyplain and Duffield.

Caslan; N.A. Ry. Foundation of demolished water tank, 1 mile west of station, in face of concrete foundation which is parallel and nearest to track, 3 feet from easterly edge of this face and 5 inches below woodwork, bolt set horizontally. No. V-28. Elevation 2,063-722.

Concrete bench-mark pier, $1\frac{1}{2}$ miles east of station and 10 feet west of eleventh pole east of mile post 88 from Carbondale at the east end of a small cut, 1,055 feet easterly from road allowance along east boundary of sec. 22-65-17 and 46 feet north of track, bolt set vertically. No. V-24. Elevation 2,031-391.

See Bondias and Noral.

Cassida; C.P. Ry. Concrete bench-mark pier, 2 miles northwest of station and at mileage 75.25 from Medicine Hat, 100 feet westerly from a north-south fence and 6 feet south of northern limit of right of way, bolt set vertically. No. 313-D. Elevation 2,515-070.

See Southesk and Brooks.

Castle Mountain; See Mount Eisenhower.

Castor; C.P. Ry. Bank of Montreal at south corner of Grand Avenue and Beaver Street in sandstone block foundation of northwest of Beaver Street wall, 18 inches from westerly corner and 17 inches above concrete sidewalk, bolt set horizontally. No. Z-22. Elevation 2,686-291.

Concrete bench-mark pier, $3\frac{1}{4}$ miles southeast of station and 50 feet west of second pole east of mile post 18 from Coronation, 300 feet westerly from road allowance along east boundary of sec. 18-37-13 and 3 feet south of northerly limit of right of way, bolt set vertically. No. Z-23. Elevation 2,714-528.

See Fleet and Veldt.

Cavendish; Concrete bench-mark pier, $3\frac{1}{4}$ miles northeast of station and at mileage 20.2 from Empress, 95 feet westerly from road allowance along north boundary of sec. 31-21-3 and 7 feet north of southerly limit of right of way, bolt set vertically. No. 360-D. Elevation 2,175-696.

Concrete bench-mark pier, $3\frac{1}{4}$ miles west of station and at mileage 26.6 from Empress, 480 feet easterly from road allowance along east boundary of sec. 19-21-4 and 4 feet north of southerly limit of right of way, bolt set vertically. No. 358-D. Elevation 2,256-438.

See Buffalo and Binders.

Cayley; Iron pipe with brass cap, 2½ miles north of station, 2 feet east of westerly limit of C.P.Ry. right of way, 50 feet south of eighth pole south of mile post 45 from Twelfth Street east and 720 feet north of road allowance along north boundary of sec. 36-17-29 No. CC-3-A Elevation 3,513.923.

Residence of H. A. Hallett, a shingle-sheathed bungalow on northeast ¼ section 13-17-29, at west side of Calgary-Macleod highway, ¼ mile south of C.P.Ry. station. North side wall in concrete foundation 21 feet from rear corner 20 inches below brickwork and directly beneath centre of high window. Bolt set horizontally No. CC-4 Elevation 3,500.630.

See High River and Nanton.

Cereal; C.N.Ry. Concrete bench-mark pier, 1¼ miles east of station and 6 feet west of tenth pole west of mile post 81 from Kindersley 330 feet west of a cut, 2,390 feet westerly from road allowance along east boundary of sec. 22-28-6 and 2 feet south of northerly limit of right of way, tablet in top of pier No. S-90 Elevation 2,542.842.

Concrete bench-mark pier 2 miles west of station and 396 feet west of mile post 85 from Kindersley 620 feet easterly from road allowance along east boundary of sec. 25-28-7 and 3 feet south of northerly limit of right of way bolt set vertically No. S-91 Elevation 2,512.237.

See Chinook and Lanfne.

Champion; High school, 1913. Front or northwest concrete foundation wall, 5 feet 6 inches from westerly corner and 2 feet below brickwork. Bolt set horizontally No. 71-D Elevation 3,148.372.

See Kirkcaldy and Carmangay.

Chancellor; C.P.Ry. Alberta-Pacific Grain Company's elevator, in east concrete foundation wall, 15 feet from southeast corner and 3 inches below metal sheathing, bolt set horizontally No. 299-D Elevation 3,925.069.

This bench mark was not found during inspection of 1947.

See Standard and Hussar.

Chard; N.A.Ry. Concrete bench-mark pier, 1 mile south of south switch and 56 feet north of mile post 212 from Carbondale, 85 feet north of south mile sign and 47 feet west of track, bolt set vertically No. V-58. Elevation, 1,866.454.

Concrete bench-mark pier, 2½ miles north of north switch and 20 feet north of mile post 216 from Carbondale at seventh pole north of a bridge and 45 feet east of track bolt set vertically No. V-59 Elevation 1,717.486.

See Leismer and Pingie.

Chauvin; C.N.Ry. Station, in east concrete foundation wall, 2 feet from southeast corner and 10 inches below stucco bolt set horizontally No. 30-H Elevation 2,080.011.

See Buisse and Ribstone.

Chocoma; N.A.Ry. Concrete bench-mark pier, 1 mile north of switch and 21 feet northeast of mile post 248 from Carbondale, 32 feet east of track, bolt set vertically No. V-68. Elevation 1,569.112.

See Warner and Kinosis.

Chestermere Lake; Concrete bench-mark pier, 1,400 feet northwest of station and 6 feet east of sixteenth pole west of mile post 124 from Hanna, 2,800 feet westerly from road allowance along east boundary of sec. 3-24-28 and 2 feet south of northerly limit of right of way, bolt set vertically No. S-168. Elevation 3,370.230.

Steel truss bridge over C P Ry irrigation canal, $\frac{3}{4}$ mile west of station and at mileage 124.9 from Hanna, in top of north concrete retaining wall at east end of bridge, 16 inches from east end of wall, bolt set vertically No S-189 Elevation 3,385.457

See Janet and Norfolk.

Chin: C P Ry Public school in concrete foundation of west side wall, 9 feet from southwest corner and 15 inches below stucco, bolt set horizontally No. 191-C Elevation 2,780.261

Plate girder bridge 1 mile west of station and at mileage 91.1 from Dunmore in centre of south face of west concrete abutment, 1 foot below top; bolt set horizontally No. 192-C Elevation 2,773.507

See Janusson and Coaldale.

Chiswick: Acadia Hotel in southwest concrete foundation wall, 9 feet north-west of side entrance and 8 inches below woodwork, bolt set horizontally No. S-93 Elevation 2,550.288

C N Ry United Church in concrete foundation of southeast side wall, 17 inches from easterv corner of main portion of building and 10 inches below woodwork, bolt set horizontally No. S-94 Elevation 2,543.969

Concrete bench mark pier, $2\frac{1}{4}$ miles northwest of station and 26 feet east of twelfth pole west of mile post 91 from Kindersley 615 feet west of a whistle post for eastbound trains, 1,870 feet westerly from road allowance along east boundary of sec. 7-29-7 and 2 feet south of northerly limit of right of way tablet in top of pier No. S-95 Elevation 2,582.842

See Dobson and Cereal.

Chipman: C N Ry Iron pipe filled with concrete, $3\frac{1}{4}$ miles southeast of station and midway between sixth and seventh poles east of mile post 82 from Vermilion, 590 feet east of a private crossing and 2 feet north of southerly limit of right of way, bolt set vertically No. L-14 Elevation 2,197.642

Top of pipe has been hammered and bolt removed, elevation only approximate

Iron pipe filled with concrete $\frac{1}{2}$ mile northwest of station and 66 feet west of fourth pole east of mile post 86 from Vermilion, 2,520 feet west of west switch of passing-track and 3 feet south of northerly limit of right of way bolt set vertically No. L-13 Elevation 2,188.835

See Lamont and Hilliard.

Chisholm: Concrete bench mark pier, $1\frac{1}{4}$ miles south of station 41 feet east of N A Ry track, 40 feet south of second pole north of mile post 106 from junction with C N Ry and 40 feet south of Government telephone pole No. 2-687 Bolt set vertically No. U-29 Elevation 1,937.571

Concrete bench-mark pier $2\frac{1}{4}$ miles north of station 37 feet east of N A Ry track 15 feet south of sixth pole north of mile post 112 from junction with C N Ry and 40 feet north of Government telephone pole No. 2-1027 Bolt set vertically No. U-30 Elevation 1,968.874

See Tieland and Heede.

Clairmont: Concrete bench-mark pier, on high ground, $3\frac{1}{4}$ miles north of station, 4 feet east of westerly limit of N A Ry right of way and between sixth and seventh poles north of mile post 40 from Rycroft, 185 feet south of road allowance along north boundary of sec. 2-73-6 Tablet in top of pier No. 390-H Elevation 2,316.266

Iron pipe with brass cap, $\frac{1}{2}$ mile south of station, 4 feet west of easterly limit of N A Ry right of way and 500 feet south of road allowance along north boundary of sec. 24-72-6 No. 391-H Elevation 2,221.808

Iron pipe with brass cap, $2\frac{1}{4}$ miles south of station and about 500 feet west of N.A.Ry. on road allowance along north boundary of sec. 12-72-6, 2 feet north of south limit and 168 feet east of northeast corner of sec. 11. No. T-68. Elevation 2,245-376.

See Sexsmith and Grande Prairie.

Clareholm; Iron pipe with brass cap, $4\frac{1}{4}$ miles north of station, 380 feet north of Pukeway north switch, 2 feet east of westerly limit of C.P.Ry. right of way and 20 feet south of eighteenth pole south of mile post 76 from Twelfth Street east. No. CC 12. Elevation 3,428-829.

Public and high school. South side wall of main section, in concrete foundation, 1 foot from rear corner and 2 feet 6 inches below corner stone. Bolt set horizontally. No. CC 13. Elevation 3,393-523.

See Slavey and Woodhouse.

Claymore; C.N.Ry. Iron pipe filled with concrete, $\frac{1}{4}$ mile west of station and 70 feet west of eighth pole east of mile post 8 from Vermilion, 795 feet westerly from road allowance along east boundary of sec. 25-50-8 and 4 feet south of northerly limit of right of way. Bolt set vertically. No. L-33. Elevation 2,071-927.

See Mannville and Vermilion.

Clive; C.P.Ry. Concrete bench-mark pier, 1 mile northwest of station and 45 feet east of fourteenth pole west of mile post 94 from Coronation, 2 feet north of southerly limit of right of way, tablet in top of pier. No. Z-3. Elevation 2,838-505.

See Tess and Lacombe.

Clover Bar; C.N.Ry. Bridge over North Saskatchewan River, 1 mile west of station, in west face of east concrete abutment, 4 feet 6 inches south of southerly girder and 3 feet 10 inches above bridge seat, bolt set horizontally. No. 57-H. Elevation 2,130-091.

See Bremner and North Edmonton.

Coaldale; C.P.Ry. Concrete box culvert, 4 miles east of station and at mileage 94.1 from Dunmore, in west end of south face, 2 feet 3 inches below top, bolt set horizontally. No. 193-C. Elevation 2,611-899.

See Chin and Lethbridge.

Coalhurst; C.P.Ry. See Kipp, B.M. No. 81-D.

Cochrane; C.P.Ry. plate girder bridge over Bighall creek, $\frac{1}{4}$ mile west of station. Rear or east face of balustrade on east concrete abutment, 15 inches from south end of wall and 3 inches below top. Bolt set horizontally. No. 223-C. Elevation 3,747-753.

C.P.Ry. steel truss bridge over Bow River, 3 miles west of station and at mileage 25.7 from Calgary. North face of concrete coping of north stone retaining wall at east end of bridge, 20 inches from west end of wall. Bolt set horizontally. No. 224-C. Elevation 3,727-314.

See Glenbow and Radnor.

Codena; Iron pipe with brass cap, on high ground, about 2,000 feet west of station, 4 feet south of northerly limit of N.A.Ry. right of way and between first and second poles west of mile post 323 from junction with C.N.Ry., 1,125 feet east of road allowance along east boundary of sec. 21-78-1. No. 367-H. Elevation 1,881-985.

See Eaglesham and Belloy.

Coleman: Concrete box culvert under C P Ry, $1\frac{1}{2}$ miles southeast of station and at mileage 90.1 from Lethbridge. Northwest end of southwest face, 9 inches from top. Bolt set horizontally. No 104-D. Elevation 4,275.673.

Concrete box culvert under C P Ry, $\frac{1}{4}$ mile west of station and at mileage 92.1 from Lethbridge. East end of north face 2 feet below top. Bolt set horizontally. No 105-D. Elevation 4,310.855.

Concrete box culvert under C P Ry, $2\frac{1}{2}$ miles west of station and at mile post 94 from Lethbridge. 60 feet east of a road crossing. Centre of north face 2 feet below top. Bolt set horizontally. No 106-D. Elevation 4,367.373.

See Blairmore and Sentinel.

Compoer: C P Ry. Concrete bench mark pier 2 miles east of station and at mileage 41.4 from Kerrobert. 30 feet east of south pole west of a road crossing and 3 feet south of northerly limit of right of way, bolt set vertically. No. Z-46. Elevation 2,344.947.

Concrete bench-mark pier 2 miles northwest of station and at mileage 45.4 from Kerrobert. 125 feet easterly from road allowance along east boundary of sec 34-33-1 and 3 feet north of southerly limit of right of way, bolt set vertically. No. Z-45. Elevation 2,329.462.

Concrete bench mark pier $\frac{1}{4}$ mile east of Court, Sask., 23 feet east of eleventh pole east of mile post 37 from Kerrobert or sixteenth pole east of road allowance along east boundary of sec 27-33-28, at the east end of a fill and 3 feet south of northerly limit of right of way, bolt set vertically. No. Z-47. Elevation 2,394.938.

Concrete bench-mark pier $2\frac{1}{2}$ miles south of station, on road allowance along east boundary of sec 12-33-1, 3 feet east of west limit of road allowance and 20 feet south of northeast corner of sec 12, bolt set vertically. No. 641-C. Elevation 2,334.444.

Concrete bench-mark pier $5\frac{1}{2}$ miles south of station, on road allowance along east boundary of sec 25-33-1, 3 feet east of west limit of road allowance and 20 feet south of northeast corner of sec 25, bolt set vertically. No. 64-C. Elevation 2,324.366.

Municipal Hall at Loverna, Sask. in concrete foundation of north side wall, 12 feet from northwest corner and 1 foot below woodwork, bolt set horizontally. No 637-C. Elevation 2,265.458.

Concrete bench mark pier 2 miles north of Loverna, Sask., on road allowance along east boundary of sec 25-31-1, 3 feet east of west limit of road allowance and 21 feet south of northeast corner of sec 25, bolt set vertically. No. 638-C. Elevation 2,296.964.

Concrete bench mark pier 3 miles north of Loverna, Sask., on road allowance along east boundary of sec 14-33-29, 3 feet east of west limit of road allowance and 20 feet north of southeast corner of sec 14, bolt set vertically. No. 639-C. Elevation 2,285.555.

Concrete bench mark pier 2 miles south of Loverna, Sask., on road allowance along east boundary of sec 1-31-1, 3 feet east of west limit of road allowance and 20 feet south of northeast corner of sec 1, bolt set vertically. No. 635-C. Elevation 2,339.537.

Concrete bench mark pier 7 miles south of Loverna, Sask., on road allowance along east boundary of sec 13-30-1, 3 feet west of east limit of road allowance and 25 feet south of northeast corner of sec 13, bolt set vertically. No. 634-C. Elevation 2,327.629.

*These bench marks were not found during inspection of 1947.

See Altario and Sibbald.

Cookhill; N A Ry Concrete bench-mark pier $3\frac{1}{2}$ miles north of north switch and 80 feet south of thirteenth pole north of mile post 196 from Carbondale, 1,120 feet northerly from road allowance along north boundary of sec 12-77-8 and 50 feet east of track, bolt set vertically No V-54. Elevation 1,831.109.

Concrete bench-mark pier, 1 mile west of west switch and 60 feet east of second pole east of mile post 192 from Carbondale 2,220 feet easterly from road allowance along east boundary of sec 26-76-8 and 48 feet north of track, bolt set vertically No V-53. Elevation 1,852.489

See Devenish and Leamer.

Consort; C P Ry Pioneer Grain Company's elevator in south concrete foundation wall 8 inches from southeast corner and 8 inches below woodwork, bolt set horizontally No Z-38. Elevation 2,370.940

Concrete bench-mark pier, $3\frac{1}{2}$ miles southwest of station and at mileage 87.9 from Kerrobert, 300 feet east of a road crossing and 3 feet south of northerly limit of right of way, bolt set vertically No Z-35. Elevation 2,430.573.

See Monitor and Loyahut.

Cooking Lake; C N Ry Foundation of demolished water tank, in northwest face, 12 feet 6 inches to the right of water spout, 4 inches below top of foundation, 5 inches south from angular northwest corner, bolt set horizontally No 53-H. Elevation 2,432.658.

See Deville and Unca.

Coronado; C N Ry See Federal, B M No V-3.

Coronation; C P Ry Fundamental bench mark in public school grounds, 24 feet north of north line of Norfolk Avenue, 170 feet west of west line of George Street and 36 feet south of front wall of school, tablet in top of pier No. 822-C. Elevation 2,596.456.

Municipal steel water tank, at north side of Windsor Avenue, between Royal and King Streets tablet in top of southeasterly concrete footing, 5 inches from southeast edge and midway between northeast and southwest edges. No. 823-C. Elevation 2,611.793.

Bank of Toronto in west concrete foundation wall 16 inches from southwest corner and 5 feet below brickwork, bolt set horizontally No. Z-28. Elevation 2,611.939.

Concrete bench-mark pier, $1\frac{1}{2}$ miles west of station and 70 feet west of ninth pole east of mile post 2 or fourteenth pole west of road allowance along east boundary of sec 15-36-11 4 feet north of southerly limit of right of way, bolt set vertically No Z-27. Elevation 2,607.618.

See Throne and Federal.

Countess; C P Ry Alberta Pacific Grain Company's elevator, tablet in east concrete foundation wall, 24 feet 5 inches from southeast corner and 6 inches below woodwork No 336-D-2. Elevation 2,498.092

Concrete bench-mark pier, $2\frac{1}{2}$ miles west of station and at mileage 112.4 from Empress, 45 feet westerly from road allowance along east boundary of sec 7-21 17 and 5 feet south of northerly limit of right of way; bolt set vertically No 335-D. Elevation 2,535.773.

See Rosemary and Bassano.

Coats; C P Ry International Boundary monument No 334, 70 feet east of track, tablet in top of concrete base of monument. Elevation 3,466.665.

See Milk River.

United States Coast and Geodetic Survey Bench Mark No. H-12.

Cowley; Concrete box cattle pass under C P Ry, $2\frac{1}{2}$ miles southeast of station and at mileage 65.3 from Lethbridge. Northwest face of coping of southwest headwall, 8 inches below top. Bolt set horizontally No. 95-D Elevation 3,732.769

C P Ry steel trestle bridge over Castle River, $2\frac{1}{2}$ miles southeast of station and at mileage 65.7 from Lethbridge. Southeast face of north concrete retaining wall at northwest end of bridge 2 feet 8 inches above bridge seat. Bolt set horizontally No. 96-D Elevation 3,724.140

See Pincher and Lundbreck.

Croddock; C P Ry See New Dayton, B M No. 205-C

Craigdham; C P Ry Concrete bench-mark pier $\frac{1}{2}$ mile southeast of station and at mileage 67.2 from Bassano. 66 feet east of second pole east of road allowance along east boundary of sec. 12-27-26 and 3 feet south of northerly limit of right of way, tablet in top of pier No. 291-D-2 Elevation 3,029.049

See Irricana and Gayford.

Craigmuyle; C N Ry Concrete bench-mark pier 1 mile east of station and 7 feet east of sixteenth pole west of mile post 13 from Hanna, 190 feet east of a private crossing, 1,645 feet easterly from road allowance along east boundary of sec. 26-31-16 and 2 feet south of northerly limit of right of way, tablet in top of pier No. 8-118 Elevation 2,831.606

Concrete bench-mark pier 3 miles west of station and 10 feet west of thirteenth pole west of mile post 17 from Hanna. 627 feet east of a galvanised iron pipe culvert, 2,800 feet easterly from road allowance along east boundary of sec. 15-31-17 and 2 feet south of northerly limit of right of way, tablet in top of pier No. 8-118 Elevation 2,876.979

See Delia and Watts.

Crooked Creek; Iron pipe with brass cap near rural school house, $5\frac{1}{2}$ miles southeast of Crooked Creek post office, 93 feet northwest of northwest corner of school house 45 feet southwest of centre line of road. No. 635-H Elevation 2,264.542

Farmhouse owned by Mrs. Mary Kadey, NE. $\frac{1}{4}$ sec. 9-71-25, $4\frac{1}{2}$ miles southeast of Crooked Creek post office. Tablet in centre of west wall of concrete foundation, 9 inches below woodwork No. 636-H Elevation 2,302.711

Iron pipe with brass cap $2\frac{1}{2}$ miles southeast of Crooked Creek post office, 347 feet west of intersection of road allowance along east boundary of sec. 18-71-25, midway between telephone poles Nos. 4 1633 and 4 1634, 72 feet north of centre line of road. No. 637-H Elevation 2,256.729

Farmhouse owned by F. J. Demert on northwest quarter sec. 24-71-25, $\frac{1}{2}$ mile east of Crooked Creek post office. Tablet in centre of west concrete foundation of building 15 inches below woodwork No. 638-H Elevation 2,187.706

Iron pipe with brass cap, $2\frac{1}{2}$ miles northwest of Crooked Creek store and post office 61 feet south of south end of wooden pipe culvert under grade intersecting highway 50 feet west of centre line of road. No. 639-H Elevation 2,191.867

See Sturgeon Heights and Debolt.

Crossfield; Concrete arch culvert under C P Ry, 3 miles north of station and at mile post 32 from Twelfth Street east, 2,400 feet south of road allowance along north boundary of sec. 11-29-1. Tablet in top of coping of east headwall, 1 foot from north end. No. H-14 Elevation 3,507.795

See Airdrie and Carstairs.

Culpe: Iron pipe with brass cap on high ground, 2 miles southeast of south switch, 4 feet south of northern limit of N A Ry right of way and at north pole east of mile post 288 from junction with C N Ry. 43 feet west of a private crossing. No. 352-H. Elevation 1,879 136.

Iron pipe with brass cap on high ground 340 feet north of north switch, 50 feet west of N A Ry track and between eleventh and twelfth poles north of mile post 288 from junction with C N Ry. No. 353-H. Elevation 1,831 191.

Iron pipe with brass cap on high ground 2½ miles northwest of north switch (by railway line around hairpin curve), 36 feet east of westerly limit of N A Ry right of way and between fifth and sixth poles north (i.e. in the direction of stations) from mile post 291 from junction with C N Ry, 70 feet south of a private crossing. No. 354-H. Elevation 1,879 471.

See Groulxville and Watino.

Dunsmuir: C P Ry. Large concrete building, vacant in 1928, near station and about 400 feet north-west of railway in southwest wall, 1 foot from southerly corner and 3 feet 4 inches below window sills. Bolt set horizontally. No. 171-C. Elevation 2,388 668.

Concrete box culvert 1½ miles northeast of station and at mile post 8 from Dunsmuir in northeast face of west wingwall at south end of culvert, bolt set horizontally. No. 170-C. Elevation 2,363 127.

See Dunsmuir and Sevenpersons.

Debolt: Iron pipe with brass cap 3 miles southeast of Debolt general store, at intersection of old road and new highway. 52 feet east of east end of culvert under grade of old road and 32 feet east of telephone pole No. 4-1882, 50 feet south of centre line of road. No. 640-H. Elevation 2,196 933.

Iron pipe with brass cap 4 miles east of Debolt general store, 61 feet east of east end of pipe culvert under grade of side road leading to field on north side of highway midway between telephone poles Nos. 4-1970 and 4-1971, 30 feet north of centre line of highway. No. 641-H. Elevation 2,115 547.

Iron pipe with brass cap 2 miles west of Debolt general store midway between telephone poles Nos. 4-2056 and 4-2057 being the 5th and 6th poles respectively east of junction of side road leading north from the highway on fence line along north limit of highway. No. 642-H. Elevation 2,072-920.

See Crooked Creek and Goodwin.

Dumoulin: Rock cut on Yellowhead highway opposite a point on C N Ry, 1½ miles east of station, immediately west of point where road joins old Grand Trunk Pacific Ry. grade and 460 feet west of west end of abandoned railway trestle over Mistle River. North side of cut, 250 feet from east end and at road level. Bolt set horizontally. No. 108-H. Elevation 3,525 954.

Rock cut on Yellowhead highway opposite a point on C N Ry, 2½ miles west of station and 1½ miles east of Alberta-British Columbia boundary, immediately west of a longer and deeper cut and separated from it by a deep fill about 100 yards in length. North side of cut, 65 feet from west end and at road level. Bolt set horizontally. No. 109-H. Elevation 3,695 565.

See Gaskie and Yellowhead.

Ducroix: Concrete bench-mark pier ½ mile southeast of southeast switch, 43 feet southwest of N A Ry track, 70 feet northwest of fifteenth pole northwest of mile post 136 from junction with C N Ry and opposite Government telephone pole No. 2-1856. Bolt set vertically. No. U-39. Elevation 1,971 296.

See South and Saulteux.

Delassau; C N Ry. Plate girder bridge over irrigation canal, 3 miles north of station and at mileage 110.1 from Mirror, in east end of south face of north concrete abutment. 20 inches above bridge seat, bolt set horizontally. No. 43-F. Elevation 2,308.972.

See Kathryn and Hubalta.

Della; C N Ry. Queens hotel, in southeast concrete foundation wall of alcove, 40 feet 9 inches from front of Main Street wall, 7 inches from south corner of alcove and 9 inches below woodwork bolt set horizontally. No. 8-120. Elevation 2,980.780.

Concrete bench-mark pier 1 mile northeast of station and between first and second poles east of mile post 21 from Hanna. 56 feet east of east mile sign, 81 feet east of a private crossing and 2 feet south of northerly limit of right of way. tablet in top of pier. No. 8-119. Elevation 2,968.472.

This bench mark was not found during inspection of 1947.

See Michichi and Craigmyle.

Demmitt; Iron pipe with brass cap 4 miles southeast of station. 3 feet southwest of northeast limit of N A Ry. right of way. 24 feet southeast of eleventh pole northwest of mile post 102 from Rycroft and 275 feet southeast of road allowance along east boundary of sec. 12-74-13. No. 409-H. Elevation 2,822.156.

Iron pipe with brass cap 1 mile southeast of station. 4 feet northwest of southeast limit of N A Ry. right of way. 48 feet northwest of sixth pole northwest of mile post 105 from Rycroft. 152 feet southeast of road allowance along east boundary of sec. 26-74-13 and 220 feet southeast of trestle over an arm of Ray Lake. No. 410-H. Elevation 2,579.356.

Iron pipe with brass cap 1½ miles northwest of station. 3 feet southwest of northeast limit of N A Ry. right of way and at seventh pole southeast of mile post 108 from Rycroft. 250 feet northwest of road allowance along east boundary of sec. 33-74-13. No. 411-H. Elevation 2,559.877.

Iron pipe with brass cap 4 miles northwest of station. 3 feet northeast of southwest limit of N A Ry. right of way. 26 feet northwest of seventh pole northwest of mile post 110 from Rycroft and about 660 feet northwest of trestle over Albright creek. No. 412-H. Elevation 2,507.189.

See Lymburn.

Demhart; C P Ry. Concrete bench-mark pier 1½ miles northeast of station and at mileage 68.6 from Empress, 40 feet westerly from road allowance along east boundary of sec. 12-20-11 and 6 feet south of northerly limit of right of way. bolt set vertically. No. 346-D. Elevation 2,534.763.

Concrete bench-mark pier 3½ miles west of station and at mileage 73.6 from Empress at the east end of a long fill and to the west of a long snow fence. 3 feet south of northerly limit of right of way, bolt set vertically. No. 345-D. Elevation 2,466.837.

See Patricia and Iddlesleigh.

Demich; N A Ry. Concrete bench-mark pier ¼ mile north of north switch and 5 feet north of eleventh pole north of mile post 184 from Carbondale, 706 feet south of north mile sign. 2,210 feet southerly from road allowance along north boundary of sec. 33-75-8 and 47 feet west of track, bolt set vertically. No. V-51. Elevation 2,141.774.

Concrete bench-mark pier 4½ miles north of north switch and 50 feet north of first pole north of mile post 186 from Carbondale. 66 feet north of a bridge. 3,560 feet southerly from road allowance along east boundary of sec. 21-75-8 and 46 feet west of track, bolt set vertically. No. V-52. Elevation 1,963.478.

Concrete bench-mark pier, $3\frac{1}{2}$ miles southwest of south switch and 28 feet west of third pole east of mile post 180 from Carbondale, 625 feet westerly from road allowance along east boundary of sec 13-75-9 and 41 feet north of track, bolt set vertically. No. V-50. Elevation 2,128.271

See Marge and Conklin.

Deville; C.N. Ry. Concrete bench-mark pier, $\frac{1}{2}$ mile southeast of station and 63 feet east of sixth pole west of mile post 97 from Wainwright or thirteenth pole east of road allowance along east boundary of sec 32-51-20, 3 feet south of northerly limit of right of way, tablet in top of pier. No. 32-H-2. Elevation 2,441.035.

See Tofield and Cooking Lake.

De Winton; Concrete box cattle pass under C.P. Ry., 2 miles northwest of station and at mileage 15.1 from Twelfth Street east. West face of north headwall, 5 inches below top. Bolt set horizontally. No. 56-D. Elevation 3,540.307.

Concrete box cattle pass under C.P. Ry., 1 mile northwest of station and at mileage 16.2 from Twelfth Street east, 1,550 feet south of road allowance along north boundary of sec. 35-21-1. North face of east headwall, 1 foot below top. Bolt set horizontally. No. 57-D. Elevation 3,800.384.

See Midnapore and Sandstone.

Didbury; Concrete box culvert under C.P. Ry., 24 miles south of station and at mileage 44.2 from Twelfth Street east. Tablet in top of coping of east headwall, 11 inches from south end. No. H-17. Elevation 3,434.031.

Red and White grocery, a concrete block building at northwest corner of Railway and Heepeler Streets. Front or east wall, 1 foot from northeast corner and 6 inches below surface of door sill. Bolt set horizontally. No. H-18. Elevation 3,413.737.

See Carstairs and Osgo.

Dinadale; Iron pipe with brass cap, $1\frac{1}{2}$ miles east of station, 3 feet south of northerly limit of N.A. Ry. right of way, between fourth and fifth poles east of mile post 57 from Rycroft, between Government telephone poles Nos. 5-232 and 5-233 and 350 feet west of road allowance along east boundary of sec. 14-71-7. No. 396-H. Elevation 2,249.737.

Iron pipe with brass cap, $1\frac{1}{2}$ miles west of station, 3 feet north of southerly limit of N.A. Ry. right of way and between second and third poles east of mile post 60 from Rycroft, 200 feet east of road allowance along east boundary of sec. 17-71-7. No. 397-H. Elevation 2,289.916.

See Grande Prairie and Wembley.

Dinant; C.N. Ry. Water tank, $\frac{1}{2}$ mile south of station, in southerly concrete footing of the two which are parallel and nearest to track, bolt set horizontally in west face of footing, 4 inches below woodwork. No. 73-F. Elevation 2,445.449.

Bolt has been removed and elevation is recoverable, only approximately.

See Kingman and Camrose.

Dixonville; Iron pipe with brass cap at junction with old road, $11\frac{1}{2}$ miles south of Dixonville, $1\frac{1}{2}$ miles north of farm owned by Chas. Colwell, 96 feet south of point of gore between the two roads, 47 feet west of centre line of main road and 35 feet east of that of old road. No. 733-H. Elevation 2,150.937.

Iron pipe with brass cap at farm owned by H. Cannon 9 miles south of Dixonville 42 feet northwest of intersection of north boundary section 8-85-23 and 21 feet northwest of gateway near northeasterly fence line of road. No. 728-H. Elevation 2,066 840.

Iron pipe with brass cap at farm owned by Clifford Vance 6½ miles south of village of Dixonville in fence angle at south side of driveway entrance, 144 feet south of quarter corner post on east boundary section 24-86-24. No. 727-H. Elevation 2,064 807.

Iron pipe with brass cap, 4½ miles south of Dixonville 100 feet south of east quarter corner section 26-84-24, 1 foot east of west fence line of road. No. 728-H. Elevation 2,062 743.

Iron pipe with brass cap at farm of Harry Hymuk, 2½ miles south of Dixonville on north side of 22nd Correction Line about 200 feet north of southeast corner section 1-87-24 114 feet east of a fence corner. No. 729-H. Elevation 2,058 361.

Public school at Dixonville. Tablet in east concrete foundation wall, 30 feet south of northeast corner of building and 8 inches below facing. No. 730-H. Elevation 2,112 485.

Iron pipe with brass cap at farm of P. McCoy 2 miles north of Dixonville 13 feet south of driveway entrance 66 feet east of northeast corner section 24-87-24 1 foot west of fence line. No. 731-H. Elevation 2,132 337.

Iron pipe with brass cap at road allowance intersection 4 miles north of Dixonville 105 feet south and 66 feet east of northeast corner section 36-87-24. No. 732-H. Elevation 2,160 368.

Iron pipe with brass cap, 6 miles north of Dixonville and at first curve in the road north of village at road allowance intersection, 87 feet south of northeast corner section 12-88-24. No. 733-H. Elevation 2,137 527.

See Warrensville and Lonestar.

Dolans; C. N. Ry. Concrete bench-mark pier 2 miles southeast of east switch and 32 feet east of eighth pole west of mile post 95 from Kindersley 110 feet west of a white post for west bound trains 910 feet easterly from road allowance a long east boundary of sec. 21-29-8 and 2 feet south of northerly limit of right of way tablet in top of pier. No. S-96. Elevation 2,567 509.

Concrete bench mark pier 2 miles northwest of west switch and 20 feet east of ninth pole west of mile post 99 from Kindersley 1,050 feet east of the centre of a rough 2,800 feet westerly from road allowance along east boundary of sec. 21-29-9 and 2 feet south of northerly limit of right of way tablet in top of pier. No. S-97. Elevation 2,533 610.

See Youngstown and Chinook.

Dunnolly; Iron pipe with brass cap, on high ground, 4 miles east of station, 3 feet north of southerly limit of N. A. Ry. right of way 40 feet west of eighth pole west of mile post 266 from junction with C. N. Ry. and 1,285 feet west of road allowance along east boundary of sec. 34-77-20. No. 344-H. Elevation 2,043 754.

Iron pipe with brass cap, on high ground, 1½ miles east of station, 4 feet south of northerly limit of N. A. Ry. right of way and at tenth pole east of mile post 266 from junction with C. N. Ry. 100 feet east of bridge over Peavine creek. No. 345-H. Elevation 1,985 329.

Iron pipe with brass cap 1 mile west of station, 3 feet north of southerly limit of N. A. Ry. right of way 30 feet west of tenth pole west of mile post 271 from junction with C. N. Ry. and 750 feet west of road allowance along east boundary of sec. 2-78-21. No. 346-H. Elevation 1,928 505.

See McLennan and Falher.

Dorendee; C N Ry Red and White store, 500 feet northwest of station, in south concrete foundation wall 11 inches from southeast corner and 7 inches below woodwork, bolt set horizontally No 66-F Elevation 2,537-906.

Concrete bench-mark pier, $4\frac{1}{4}$ miles south of station and 6 feet north of fourth pole south of mile post 80 from Edmonton or sixth pole south of road allowance along north boundary of sec 22-42-21, 35 feet north of a private crossing and 4 feet east of westerly limit of right of way, tablet in top of pier No 65-F-2 Elevation 2,816 706.

See Ferintosh and Bashaw

Droper; N A Ry Concrete bench-mark pier, $\frac{1}{4}$ mile southeast of station and 10 feet west of fourteenth pole east of mile post 282 from Carbondale, 100 feet west of east end of a curve and 50 feet south of track, bolt set vertically No. V-77 Elevation 839 421

Concrete bench-mark pier 3 miles southeast of station and 50 feet west of second pole east of mile post 278 from Carbondale or of eighteenth pole east of a bridge over a stream 47 feet north of track, bolt set vertically No V-78 Elevation 1,080-223.

Concrete bench-mark pier, $\frac{1}{4}$ mile west of station and 55 feet east of sixteenth pole west of mile post 282 from Carbondale, 55 feet west of a small wooden box culvert and 55 feet south of track, about 6 feet above track level, on the west slope of a small ravine, bolt set vertically No. V-78 Elevation 819 471

See Lynton

Dressu; Iron pipe with brass cap, $1\frac{1}{4}$ miles east of station, 3 feet south of northerly limit of N A Ry right of way and at fifth pole west of mile post 276 from junction with C N Ry, 170 feet west of a trestle and 535 feet east of road allowance along east boundary of sec 12-78-22 No 348-H Elevation 1,893 851

See Falher and Garouxville

Driftpole; Iron pipe with brass cap, 1 mile east of station, 3 feet south of northerly limit of N A Ry right of way, between ninth and tenth poles west of mile post 263 from junction with C N Ry, between Government telephone poles Nos. 3-1048 and 3-1049 and 350 feet east of Boggy creek trestle No. 321 H Elevation 1,902 652

N A Ry wooden truss bridge over Driftpole River, $1\frac{1}{4}$ miles west of station. Tablet in bridge seat of east concrete abutment, 1 foot from north (downstream) edge and 2 feet from west edge No. 322-H Elevation 1,942 931

See Faust and Jossard

Drumheller; C N Ry Highway bridge over Red Deer River, at foot of Second Street west, in top of southeast concrete abutment, 14 inches from northeast or downstream face and 16 inches from northwest face, bolt set vertically No. S-133 Elevation 2,247-115

Concrete bench-mark pier, 1 mile west of station and 15 feet east of seventh pole east of mile post 51 from Hanna, 15 feet east of a point in line with east wall of Ukrainian Labour Temple, 213 feet east of a road crossing and 2 feet north of southerly limit of right of way, tablet in top of pier No. S-131 Elevation 2,256-961

This bench mark was not discovered during inspection of 1947

Steel truss bridge over Red Deer River $2\frac{1}{4}$ miles west of station and at mileage 50-1 from Hanna, in concrete ballast wall on top of north

abutment, directly in line with inner side of westerly or upstream truss and 10 inches from south edge of wall, bolt set vertically No. S-130. Elevation 2,252-231.

Concrete bench-mark pier $5\frac{1}{2}$ miles northwest of station and 43 feet north of north pole north of mile post 47 from Hanna. 226 feet south of a whistle post for trains bound toward Calgary and 5 feet east of westerly limit of right of way, tab set in top of pier No. S-129. Elevation 2,430-663.

See Rosedale and Munson.

Duchess; C P Ry. Public school, in northeast or rear concrete foundation wall, 12 feet 4 inches from northerly corner and 5 inches below woodwork, bolt set horizontally No. 340-D. Elevation 2,482-492.

Concrete bench-mark pier $2\frac{1}{2}$ miles southeast of station and at mileage 90.5 from Empress 1,050 feet westerly from road allowance along east boundary of sec. 27-20-14 which passes through a subway under the railway, 6 feet south of northerly limit of right of way, bolt set vertically No. 341-D. Elevation 2,431-170.

Concrete bench-mark pier $3\frac{1}{2}$ miles west of station and at mileage 95.6 from Empress almost in line with north fence of road allowance between townships 20 and 21 and 5 feet south of northerly limit of right of way, bolt set vertically No. 339-D. Elevation 2,483-209.

These bench marks were not found during inspection of 1947.

See Rosemary and Millicent.

Duct; N A Ry. See Draper, B M. No. V-76.

Duffield; C N Ry. Concrete bench-mark pier 1 mile west of station and 34 feet east of north pole west of mile post 39 from Edmonton, 1,330 feet east of a road crossing, 18 feet west of a private crossing and 5 feet south of northerly limit of right of way, bolt set horizontally in north side of pier. No. 68-H. Elevation 2,375-913.

See Carvel and Fallis.

Duhamed; C N Ry. Concrete bench-mark pier, 2 miles north of station and at fifth pole north of mile post 58 from Edmonton, or eleventh pole southerly from road allowance along east boundary of sec. 3-46-21, 4 feet west of easterly limit of right of way, bolt set horizontally in north side of pier. No. 69-F. Elevation 2,380-178.

See Camrose and New Norway.

Dunmore; C P Ry. Demolished roundhouse, in west concrete foundation wall, 10 inches from southwest corner and 2 feet 8 inches below brickwork, bolt set horizontally No. 165-C. Elevation 2,413-262.

Concrete bench-mark pier, $5\frac{1}{2}$ miles east of station, 26 feet west of mile post 135 from Swift Current and 7 feet north of southerly limit of right of way, bolt set horizontally in north side of pier. No. 164-C. Elevation 2,418-696.

Bridge over Bullshead creek, $2\frac{1}{2}$ miles northwest of station and at mileage 142.5 from Swift Current, in west end of north or rear face of north concrete abutment, 6 inches below top, bolt set horizontally. No. 166-C. Elevation 2,317-248.

See Paisley, Dauntless, and Medicine Hat.

Dunn; C N Ry. Foundation of demolished section house, 600 feet east of east switch in northeast or front concrete foundation wall, 19 inches from northerly corner and 2 inches below top of foundation, bolt set horizontally. No. 32-H. Elevation 2,109-003.

See Ribstone and Heath.

Dunsmuir; C N Ry See Bantree B M No 8-151

Duthill; Plate girder bridge on C P Ry, $\frac{1}{2}$ mile northwest of northwest switch and at mileage 73.1 from Calgary. Southeast concrete abutment, northeast end of northwest face 2 feet 7 inches above bridge seat. Bolt set horizontally. No. 237-C. Elevation 4,371.814.

See Canmore and Bankhead.

Eggleham; Iron pipe with brass cap, on high ground, $2\frac{1}{2}$ miles east of station, 3 feet south of northerly limit of N A Ry right of way and at fifth pole east of mile post 313 from junction with C N Ry. No. 364-H. Elevation 1,867.437.

Iron pipe with brass cap, on high ground $\frac{1}{2}$ mile east of station, 4 feet north of southerly limit of N A Ry right of way and at twelfth pole west of mile post 315 from junction with C N Ry. 520 feet east of road allowance along east boundary of sec. 25-78-26. No. 365-H. Elevation 1,861.668.

Concrete bench mark per on high ground, 3 miles west of station, 3 feet north of southerly limit of N A Ry right of way and 35 feet east of ninth pole east of mile post 319 from junction with C N Ry. Tablet in top of pier. No. 366-H. Elevation 1,863.640.

See Tangent and Codes.

Edgerton; C N Ry See Dunn, B M No 32-H.

Edmonton; Concrete bench-mark pier 3 miles south of South Edmonton station, 3 feet east of westerly limit of C P Ry right of way, 20 feet north of second pole north of mile post 94 from Red Deer and 600 feet north of a private crossing. Bolt set vertically. No. H 48-A. Elevation 2,212.532.

Concrete pier, 16 inches square and 6 inches in height, a triangulation station of Geodetic Service of Canada, in grounds of University of Alberta, 31 feet northeast of northeast corner of Arts Building. Tablet in top of pier. Elevation 2,204.162.

High level bridge (highway and C P Ry) over north Saskatchewan River. North face of ballast wall on south concrete abutment, 4 feet 4 inches above bridge seat and 1 foot east of west end of same. Bolt set horizontally. No. H 49. Elevation 2,176.281.

Subsequent levelling indicates that the elevation of this bench mark has changed since the original levelling was carried out.

Same bridge as bench mark No. H 49. Low down near river-bank in northeasterly concrete footing of first steel trestle tower south of river, tablet in top of footing near northeast corner, 8 inches south and 7 inches west of upper edge of lower portion. No. H 50. Elevation 2,032.156.

Same bridge as bench mark No. H 49. In ballast wall on north concrete abutment, tablet in top of portion of wall between C P Ry track and easterly track of street railway, 10 inches from north edge and 11 inches from east edge of this portion and 13 feet from east end of wall. No. H-51. Elevation 2,172.281.

Court-house. East wall, 23 inches from northeast corner and in first course of masonry above granite foundation. Bolt set horizontally. No. 58-H. Elevation 2,188.823.

Post office. West wall, 4 feet south of south wall of clock tower and in second course of masonry above sidewalk. Bolt set horizontally. No. 59-H. Elevation 2,186.173.

Fundamental bench mark in grass plot in front of city weigh scales, at northwest corner of 99th Street and 101-A Avenue, 12 feet from rounded curb of roadway. Tablet in top of pier. No. 606-C. Elevation 2,162.674. Subsurface tablet is 1 foot north of pier.

High level bridge (highway and C P Ry) over North Saskatchewan River. In balustrade wall on north concrete abutment, 30 inches from east end of wall and 18 inches above bridge seat. Bolt set horizontally. No. 60-H. Elevation 2,168-461.

Provincial Parliament building. At southwest corner of westerly wing, 13 feet east of face of the three arches forming the west entrance and 19 feet south of parapet at south side of stairway to entrance. Bolt set horizontally in a face 3 feet 4 inches in width, facing south, in first course of stonework (1 foot above ground). No. 61-H. Elevation 2,163-940.

C N Ry station, in east wall, 67 feet north of southeast corner. Elevation 2,187-309.

This bench mark was established by C N Ry engineers to replace bench mark No. 1-1 which was situated in the C N Ry office building that was demolished in 1946.

See Union Junction, North Edmonton, Oliver, Acheson and Ellerslie.

Edson: Public school. Southwest side wall in concrete foundation 5 inches from front corner and 5 feet 9 inches below brickwork—directly beneath corner stone. Bolt set horizontally. No. 81-H. Elevation 3,043-215.

C N Ry two-vented water tank $\frac{1}{2}$ mile southwest of station. In north-west face of concrete foundation wall, i.e. the one which is parallel and nearest to main track, 2 feet 6 inches to the left of the spout and 5 inches below woodwork. Bolt set horizontally. No. 82-H. Elevation 2,994-728.

See Yates and Ansell.

Edward: Concrete bench-mark pier, 1 mile northwest of station, 3 feet southwest of northeast limit of C N Ry right of way, 10 feet northwest of eleventh pole northwest of mile post 74 from St. Paul Junction, 1,165 feet southeast of road allowance along north boundary of sec. 38-58-16 and 330 feet northwest of a private crossing. Bolt set vertically. No. DD-11. Elevation 2,058-631.

C N Ry water tank, 1 mile east of station. South face of concrete foundation wall, 5 inches from east end of this face, 5 feet 10 inches to the right of the spout and 4 inches below woodwork. Bolt set horizontally. No. DD-12. Elevation 2,113-297.

See Smoky Lake and Bellia.

Egmont: N A Ry. Concrete bench-mark pier, $1\frac{1}{2}$ miles north of station and 60 feet south of sixth pole south of mile post 32 from Carbondale, 3,200 feet southerly from road allowance along north boundary of sec. 31-58-21 and 3 feet west of easterly limit of right of way, 45 feet north of north mile sign, bolt set vertically. No. V-9. Elevation 2,135-741.

Concrete bench-mark pier, $3\frac{1}{2}$ miles southwest of station and 21 feet west of eighteenth pole west of mile post 28 from Carbondale, 450 feet easterly from road allowance along east boundary of sec. 18-58-22 and 4 feet north of southerly limit of right of way. Bolt set vertically. No. V-2. Elevation 2,039-396.

See Opal and Thorbald.

Elton: Concrete box culvert under C P Ry, 400 feet southeast of southeast switch and at mileage 106.2 from Calgary. Southeast face of northeast headwall, 6 inches below top. Bolt set horizontally. No. 345-C. Elevation 4,819-845.

See Mount Elsiehower and Lake Louise.

Elk Island: C N Ry. See Bruderheim B M No. L-9.

Ellerslie: Concrete bench-mark pier, 1 mile south of station, 3 feet west of easterly limit of C P Ry right of way, 40 feet north of ninth pole south of

mile post 99 from Red Deer and 200 feet south of a private crossing. Bolt set vertically. No H-47 A. Elevation 2,373 034.

See Niaka and Edmonton.

Elbow: N A Ry. Concrete bench mark pier 1½ miles north of station and 20 feet north of second pole south of mile post 67 from Cardston. 780 feet southerly from road allowance along north boundary of sec. 12-04-20 and 2 feet west of easterly limit of right of way. Tablet on top of pier. No V-18. Elevation 2,127 263.

See Alpen and Boyle.

Elmore: C N Ry. Concrete bench-mark pier 4 miles north of station and 60 feet south of third pole north of mile post 24 from Mirror. 300 feet south of a short deep clay cut and 4 feet east of westerly limit of right of way. Bolt set horizontally. V in north side of pier. No 57-F. Elevation 2,328 334.

See Louisiana and Hurley.

Empress: C P Ry. Fundamental bench mark on 2nd Street E. 126 feet north of 2nd Avenue and 370 feet south of Railway Avenue south of residence of Mr. Leach at east end of Railway Avenue in line with telephone poles on east side of road allowance along fourth meridian. 146 feet south and 36 feet east of northeast corner of sec. 12-22-1. Tablet on top of pier. No 266-D-2. Elevation 1,862-181.

Public school in west or rear concrete foundation wall 8 feet 3 inches from northwest corner and 3 feet 8 inches below brickwork. Bolt set horizontally. No 266-1. Elevation 2,001 867.

Roundhouse in south concrete foundation wall 8 feet 4 inches east of small doorway leading to engine shed and 2 feet 8 inches below brickwork. Bolt set horizontally. No 266-1. Elevation 1,971 563.

Concrete bench mark pier 14 miles northeast of station. 3½ miles by travelled road on road allowance along east boundary of sec. 21-22-20. 4 feet east of west limit of road allowance and 11 feet south of northeast corner of sec. 21. Bolt set vertically. No 425-C. Elevation 2,148 547.

Concrete bench mark pier 7½ miles north of station on road allowance along east boundary of sec. 21-24-20. 2 feet east of west limit of road allowance and 13 feet south of northeast corner of sec. 21. Bolt set vertically. No. 426-C. Elevation 2,248-104.

Concrete bench mark pier 4 miles southeast of station and 700 feet east of mile post 108 from Jara on a piece of flat ground about 200 feet in length between two knolls through which the railway cuts. 4 feet north of southerly limit of right of way. Bolt set vertically. No 267-D. Elevation 1,861-947.

Bridge over South Saskatchewan River. 64 miles southeast of station, in south face of east concrete abutment 20 inches below rail level. Bolt set horizontally. No 266-D. Elevation 1,838 124.

Concrete bench mark pier 3½ miles southwest of station. 87½ feet easterly from road allowance along east boundary of sec. 9-22-1 and 4 feet north of southerly limit of right of way. Bolt set vertically. No 264-D. Elevation 1,971-702.

See Sharrow and Sibbald.

Enfida: Iron pipe with brass cap. 2 miles east of station. 2 feet north of southerly limit of N A Ry. right of way. 20 feet west of mile post 224 from junction with C N Ry. and 110 feet east of a private crossing. No 228-H. Elevation 1,804 916.

Iron pipe with brass cap. ½ mile west of station, 385 feet west of west switch. 2 feet south of southerly limit of N A Ry. right of way between sixth

and seventh poles east of mile post 228 from junction with C.N. Ry. and 11 feet west of Government telephone pole No. 3-1885. No. 329-H. Elevation 1,955-685.

See Arcadia and High Prairie.

Ensign; C.P. Ry. Section house, 630 feet southeast of station, in northeast or front concrete foundation wall, 10 feet from northerly corner and 8 inches below woodwork, bolt set horizontally. No. 66-D. Elevation 3,265-530.

See Brant and Vulcan.

Entrance; Deep rock cut on C.N. Ry., 1 mile west of station and at mileage 61.2 from Edson, on a quarter-mile tangent immediately east of point where abandoned Grand Trunk Pacific Ry. grade joins the present line. South side of cut, 20 feet from west end and 20 inches above track level. Bolt set horizontally. No. 93-H. Elevation 3,292-644.

Vertical rock exposure, 4 miles southwest of station, 20 feet east of abandoned Grand Trunk Pacific Ry. grade, directly opposite C.N. Ry. bridge over Athabaska River at mileage 64.1 from Edson and 350 feet south of the more southerly of two rock cuts. West face of rock 12 feet from north end and at level of railway grade. Bolt set horizontally. No. 94-H. Elevation 3,305-849.

See Hinton and Jasper.

Entwistle; C.N. Ry. See Evansburg, B.M. No. 72-H.

Equity; C.N. Ry. See Three Hills, B.M. No. 54-H.

Erskine; C.P. Ry. Public school, in east concrete foundation wall, 15 inches from southeast corner and 2 feet below brickwork, bolt set horizontally. No. 2-10. Elevation 2,664-992.

Concrete bench mark pier, $2\frac{1}{2}$ miles west of station and 6 feet west of first pole west of mile post 67 from Coronation, 33 feet east of a whistle post for westbound trains, at eighteenth pole east of road allowance along east boundary of sec. 33-38-21 and 3 feet north of southerly limit of right of way; bolt set vertically. No. 2-9. Elevation 2,656-519.

See Stettler and Alex.

Erwick; Concrete bench-mark pier $\frac{1}{2}$ mile east of station, 3 feet south of northerly limit of C.P. Ry. right of way, 12 feet east of fifteenth pole west of mile post 74 from Hardisty and 360 feet west of road allowance along east boundary of sec. 1-47-21. Bolt set vertically. No. 674-C. Elevation 2,496-521.

See Camrose and Bittern Lake.

Esher; Iron pipe with brass cap 1,000 feet north of station, 3 feet west of easterly limit of N.A. Ry. right of way, 77 feet south of eleventh pole south of mile post 5 from Rycroft and 125 feet south of a gate in right of way fence, No. 379-H. Elevation 2,090-507.

Concrete bench-mark pier, $\frac{3}{4}$ miles south of station, 3 feet west of easterly limit of N.A. Ry. right of way, 70 feet north of mile post 9 from Rycroft and 50 feet south of a gate in right of way fence. Tablet in top of pier. No. 380-H. Elevation 2,160-003.

See Spirit River and Woking.

Evansburg; C.N. Ry. steel trestle bridge over Pembina River, $\frac{1}{2}$ mile east of station. East concrete abutment, south end of west face, 4 feet 8 inches above bridge seat. Bolt set horizontally. No. 72-H. Elevation 2,556-523.

See Gainsford and Wildwood.

Exsel: C N Ry Concrete bench-mark pier 2 miles west of station and 14 feet west of thirteenth pole west of mile post 73 from Kindersley, 346 feet westerly from road allowance along east boundary of sec 15-28-5 and 2 feet south of northerly limit of right of way, tablet in top of pier No 8-88. Elevation 2,808-449.

See Lanfane and Owen.

Excelsior: N A Ry See Carbondale, B M No. V-1.

Exshaw: Plate girder bridge on C P Ry $\frac{1}{2}$ mile east of station and at mile post 57 from Calgary. East concrete abutment north end of west face, 3 feet above bridge seat. Bolt set horizontally No 231-C. Elevation 4,250 937.

Concrete arch culvert under C P Ry $\frac{3}{4}$ miles west of station and at mileage 60.5 from Calgary. West end of south face 1 foot below top. Bolt set horizontally No 232-C. Elevation 4,236 612.

Concrete box culvert under C P Ry $\frac{1}{4}$ miles west of station and at mileage 61.6 from Calgary $\frac{1}{2}$ mile east of Camp east switch. West face of east abutment, 18 inches north of north headwall, and 21 inches below top of water passage. Bolt set horizontally No 233-C. Elevation 4,237 049.

See Seebe and Cannmore.

Fairview: Iron pipe with brass cap, $2\frac{1}{2}$ miles east of station, 3 feet north of southerly limit of N A Ry right of way and at eleventh pole east of mile post 96 from Winagami, 200 feet east of road allowance along east boundary of sec 36-81-3 No 458-H. Elevation 2,145 075.

Iron pipe with brass cap $2\frac{1}{2}$ miles east of station, $\frac{1}{4}$ mile north of N A Ry and on east boundary of sec 36-81-3, 350 feet south of northeast corner of section No T 36. Elevation 2,185 464.

High school. Tablet in front of south concrete foundation wall, midway between the two basement windows to the left of entrance and at level of base of window sill. No 459-H. Elevation 2,168 947.

United Church. Tablet in front of south concrete foundation wall 2 feet west of entrance and 2 feet 6 inches below woodwork No 460-H. Elevation 2,159 699.

Iron pipe with brass cap, $2\frac{1}{2}$ miles northwest of station, 3 feet southwest of northeast limit of N A Ry right of way and at second pole northwest of mile post 100 from Winagami, 200 feet northwest of road allowance along east boundary of sec 8-82-3 No 461-H. Elevation 2,143 621.

See Bluecky and Gage.

Fallis: Adanac hotel at east side of the main street. Tablet in front of west concrete foundation wall 42 feet from northwest corner and 5 inches below top of foundation No 347-H. Elevation 1,907 335.

See Donnelly and Dreu.

Fallis: Concrete bench-mark pier, $1\frac{1}{4}$ miles west of station, 36 feet south of C N Ry track and at mileage 53.65 from Edmonton, 6 feet east of east boundary of sec 17-53-5 120 feet east of a wooden box culvert and at the east side of a gully which crosses the track near the centre of a long clay cut. North face of pier No 70-H. Elevation 2,433 915. Bolt set horizontally.

See Duffield and Gairford.

Farmet: Iron pipe with brass cap, $2\frac{1}{2}$ miles east of station, 3 feet south of northerly limit of N A Ry right of way and at thirteenth pole east of mile post 197 from junction with C N Ry opposite the west end of Strawberry creek trestle and 16 feet west of Government telephone pole No 3-819 No 318-H. Elevation 1,696-168.

Iron pipe with brass cap, opposite section bunk-house at station, 45 feet south of N.A.Ry. track, 275 feet east of east switch, 30 feet west of a culvert and between sixth and seventh poles east of mile post 199 from junction with C.N.Ry. No. 319-H. Elevation 1,907.613.

Iron pipe with brass cap, 2 miles west of station, 40 feet south of N.A.Ry. track, 54 feet west of third pole east of mile post 201 from junction with C.N.Ry. and between Government telephone poles 3-968 and 3-969. No. 320-H. Elevation 1,909.972.

See Kinross and Driftpole.

Fawcett; Concrete bench-mark pier, $2\frac{1}{2}$ miles southeast of station, 4 feet north-east of southwest limit of N.A.Ry. right of way, 45 feet northwest of twelfth pole northwest of mile post 79 from junction with C.N.Ry., 650 feet north-west of a wooden box culvert and opposite Government telephone pole No. 1-2881. Tablet on top of pier No. U-21. Elevation 2,030.066.

See Jarvis and Kilsyth.

Federal; C.P.Ry. Concrete bench-mark pier, $\frac{1}{2}$ mile west of station and 27 feet east of fifth pole west of mile post 6 from Coronation, 3 feet north of southerly limit of right of way, bolt set vertically. No. Z-26. Elevation 2,604.725.

See Coronation and Fleet.

Fedorah; N.A.Ry. Concrete bench-mark pier, $3\frac{1}{2}$ miles south of station and 76 feet north of fourth pole north of mile post 13 from Carbondale, 142 feet south of a private crossing and 2 feet west of easterly limit of right of way, bolt set vertically. No. V 3. Elevation 2,123.219.

Concrete bench-mark pier, 1 mile south of station and 63 feet south of sixteenth pole south of mile post 16 from Carbondale, 1,880 feet south of a private crossing and 4 feet west of easterly limit of right of way, 990 feet north of Fedoran 1 mile s.g. bolt set vertically. No. V 4. Elevation 2,160.993.

See Bon Accord and Opa.

Ferintosh; C.N.Ry. United Grain Growers' Ltd., engine house, in north concrete foundation wall, 3 feet 8 inches from northeast corner and 5 inches below metal sheathing, bolt set horizontally. No. 67-F. Elevation 2,470.491.

See New Norway and Dorence.

Fincastle; C.P.Ry. See Taber, B.M. No. 185-C.

Flatbush; Concrete bench-mark pier, $\frac{1}{2}$ mile north of station, 9 feet west of easterly limit of N.A.Ry. right of way, 16 feet north of eleventh pole north of mile post 94 from junction with C.N.Ry., 45 feet north of Government telephone pole No. 2-419 and 1,800 feet north of a wooden box culvert. Bolt set vertically. No. U-25. Elevation 2,004.378.

See Kilsyth and Tieland.

Fleet; C.P.Ry. Concrete bench-mark pier, $2\frac{1}{2}$ miles southeast of station and 30 feet west of thirteenth pole west of mile post 10 from Coronation, $\frac{1}{2}$ mile westerly from east boundary of sec. 32-38-12 and 2 feet south of northerly limit of right of way, bolt set vertically. No. Z-25. Elevation 2,679.675.

Concrete bench-mark pier, 1 mile west of station and 65 feet east of fourth pole east of mile post 14 from Coronation, $\frac{1}{2}$ mile easterly from east boundary of sec. 10-37-13 and 2 feet south of northerly limit of right of way; bolt set vertically. No. Z-24. Elevation 2,735.470.

See Federal and Castor.

Fort Saskatchewan: C N Ry Public school, in southeast stone foundation of two-storied section, which is the old section, 1 foot from rear or east wall and 2 feet below brickwork, bolt set horizontally No L-5. Elevation 2,051 073.

Iron pipe filled with concrete, $3\frac{1}{2}$ miles northeast of station and 60 feet east of second pole east of mile post 109 from Vermilion, 760 feet east of a private crossing and 3 feet south of northerly limit of right of way, bolt set vertically No L-6. Elevation 2,063 537.

Combined highway and railway bridge over North Saskatchewan River, $1\frac{1}{2}$ miles southwest of station, tablet in top of most westerly concrete pier, near west end of highway deck and 2 feet 6 inches from north end of pier No. L-4. Elevation 2,007-291.

See Oliver and Scottford.

Frank: Triple concrete culvert under C P Ry, 400 feet southeast of station. Southwest face of culvert in wall between centre and westerly arches, 3 feet 6 inches below top of concrete. Bolt set horizontally No. 102-D. Elevation 4,207-967.

Difficult of access, on account of sidewalk constructed beside culvert.

Highest point of rock on Third peak of Turtle mountain, 25 feet 6 inches from Alberta Government Geological Survey station, on a magnetic bearing of north 220 east, said Geological Survey station being marked by a stone cairn. Tablet in top of rock No. 65-T. Elevation 7,237 654.

Rock ledge about 2 feet in length, in a sloping rock face on Third peak of Turtle mountain, 13 feet from bench mark N 45-T and on the far side of the latter from stone cairn marking Alberta Government Geological Survey station. Tablet in top of rock hidden from view by a covering of gravel. No. 66-T. Elevation 7,229 838.

Mass of rock on South peak of Turtle mountain, 5 feet 6 inches south of Alberta Government Geological Survey station, which is marked by a circle of red and green paint. Tablet in top of rock No. 67-T. Elevation 7,220 205.

Mass of rock on North peak of Turtle mountain, 14 inches south of Alberta Government Geological Survey station, which is marked by a square of red and green paint. Tablet in top of rock No. 68-T. Elevation 6,921 033.

See Hillcrest and Blairmore.

Gadsby: C P Ry Canadian Legion, in ledge of concrete foundation of east or front wall, midway between the two windows and 3 inches from brickwork, bolt set vertically No Z-16. Elevation 2,656 672.

Iron pipe in ground, $2\frac{1}{2}$ miles east of station, 170 feet east of bridge at mileage 39.4 from Corcoran and 3 feet north of southerly limit of right of way, brass cap on top of pipe No Z-17. Elevation 2,640 728.

See Hallirk and Botha.

Gage: Iron pipe with brass cap, on high ground 2 miles southeast of southeast switch, 3 feet northeast of southwest limit of N A Ry right of way, 50 feet southeast of fourth pole southeast of mile post 103 from Winagami and 445 feet southeast of a private crossing. No. 462-H. Elevation 2,119 950.

Iron pipe with brass cap, $\frac{1}{2}$ mile southeast of southeast switch, 3 feet southwest of northeast limit of N A Ry right of way, 48 feet southeast of thirteenth pole northwest of mile post 104 from Winagami and 100 feet southeast of road allowance along north boundary of sec 24-82-4. No. 463-H. Elevation 2,132-647.

Iron pipe with brass cap, 2 miles northwest of northwest switch, 3 feet southwest of northeast limit of N A Ry right of way, 20 feet south-

east of twelfth pole northwest of mile post 107 from Winagami, 500 feet northwest of a farm crossing and 1,500 feet northwest of road allowance along east boundary of sec 3-32-4 No 464-H Elevation 2,150 941

See Fairview and Hines Creek

Gairford: C N Ry water tank, $\frac{1}{2}$ mile east of station. South face of concrete foundation wall 2 feet to the right of the spout and 1 foot below woodwork. Bolt set horizontally No 71-H Elevation 2,443 443

The bench mark is covered by a steel hoop extending around tank foundation hence the elevation is recoverable only approximately

See Fallis and Evansburg

Galloway: Concrete bench-mark pier $1\frac{1}{2}$ miles east of station, 36 feet south of C N Ry track and between eighth and ninth poles west of mile post 18 from Edson 350 feet west of an iron pipe culvert North face of pier Bolt set horizontally No 85-H Elevation 3,243 407

See Bickerdike and Medicine Lodge

Gep: See Eashaw, B.M. No. 233-C

Gearty: C N Ry Concrete bench mark pier, 1 mile northeast of east switch and opposite seventh pole east of mile post 32 from Hanna, 684 feet east of east mile sign 3,020 feet easterly from road allowance along north boundary of sec 11-30-19 and 2 feet north of southerly limit of right of way bolt set vertically No. 8-123 Elevation 3,748 987

Concrete bench mark pier $2\frac{1}{2}$ miles northwest of west switch and 8 feet east of ninth pole east of mile post 36 from Hanna, 80 feet east of a private crossing 2,027 feet westerly from road allowance along east boundary of sec 20-30-18 and 2 feet south of northerly limit of right of way, tablet in top of pier No 8-124 Elevation 2,690 032

See Munson and Michuch

Geyford: C P Ry Concrete bench mark pier $3\frac{1}{2}$ miles southeast of station and at mileage 58.7 from Bassano, 330 feet northerly from road allowance along north boundary of sec 12-26-25 and 5 feet west of easterly limit of right of way bolt set vertically No 292-D Elevation 3,059 703

Concrete bench-mark pier 2 miles northwest of station and at mileage 64.3 from Bassano 57 feet easterly from road allowance along east boundary of sec 31-26-25 and 3 feet north of southerly limit of right of way, bolt set vertically No 291-D Elevation 3,059 592

See Craighbu and Nightingale

Gibbles: Rock cut on C N Ry $2\frac{1}{2}$ miles east of station, 33 feet west of tenth pole east of mile post 6 from Jasper and 750 feet west of a small rock knoll at south side of track North side of cut, at track level Bolt set horizontally No. 106-H Elevation 3,544 746

C N Ry steel truss bridge over Miette River, $\frac{1}{2}$ mile east of station. West concrete abutment south end of east face, 4 feet 4 inches above bridge seat. Bolt set horizontally No 107-H Elevation 3,577 935

See Jasper and Decougne

Gibbons: C N Ry See Fedorah, B.M. No. V-3

Glenaville: Iron pipe with brass cap, $1\frac{1}{2}$ miles east of station, 4 feet north of southerly limit of N A Ry right of way 55 feet west of fourth pole west of mile post 278 from junction with C N Ry and 1,045 feet east of road allowance along east boundary of sec 10-78-22 No 349-H Elevation 1,888 129

Iron pipe with brass cap, on high ground 1 mile west of station 3 feet north of southerly limit of N A Ry right of way and between thirteenth and

fourteenth pole west of mile post 280 from junction with C.N.Ry., 125 feet west of road allowance along east boundary of sec. 17-79-22 No. 180-H Elevation 1,854.631

Concrete benchmark post on high ground 4 miles west of station 3 feet north-southwards in the N.A.Ry. right of way and between fourteenth and fifteenth poles west of mile post 280 from junction with C.N.Ry., 120 feet west of road allowance along east boundary of sec. 14-79-23 Tablet in top of post No. 261-H Elevation 1,945.908

Chisholm: Concrete box culvert under C.P.Ry., 2½ miles east of station and at mileage 15.6 from Calgary. Southeast end of northeast face, 15 inches below top of box set permanently No. 221-C Elevation 3,625.393

See Bearpaw and Cochrane

Goodwin: Iron pipe with brass cap, 1½ miles east of Goodwin general store and post office, 66 feet west of a pipe culvert, about opposite telephone pole No. 4-2140 which is located on the 41 road some 200 yards north of present highway. Pipe set permanently at road No. 643-H Elevation 2,070.840

Iron pipe with brass cap at foot of front of St. Paul's Anglican church at Goodwin, 1 mile east of junction of highway, 41 road, in line with east wall of church No. 644-H Elevation 2,079.741

Iron pipe with brass cap, 2½ miles west of Goodwin general store and post office at river corner in section 1-79-22, at leg ending of descent to Smoky River ferry No. 645-H Elevation 1,971.232

Concrete benchmark post on property owned by Ronald A. Moody, on left or western bank of Big Smoky River, 180 feet northwest of ferry landing and 20 feet northwest of a fence corner No. 646-H Elevation 1,573.061

See Debolt and Beanson

Gordondale: Iron pipe with brass cap at a road junction, 8½ miles west of Gordondale store and post office, 100 feet west of junction and 80 feet south of centre line of road No. 702-H Elevation 2,239.095

Iron pipe with brass cap at road intersection, 1½ miles west of Gordondale store and post office, 120 feet west and 66 feet north of northeast corner section 7-79-11, on opposite side of road allowance from farm buildings owned by A. F. Plamondon No. 703-H Elevation 2,223.828

Iron pipe with brass cap, 2½ miles west of Gordondale store and post office, 240 feet west of bridge over Bear Creek (also locally known as Henderson Creek) and 20 feet north of edge of road No. 704-H Elevation 2,285.883

Iron pipe with brass cap at entrance to farm owned by F. A. Girard, 1½ miles west of Gordondale store and post office, in south fence line of road allowance, 25 feet east of gate No. 705-H Elevation 2,334.273

Iron pipe with brass cap at intersection of road allowances, 200 yards east of Gordondale store and post office, on fence line, 42 feet south of northeast corner of section 7-79-10 No. 706-H Elevation 2,409.142

Iron pipe with brass cap, 2½ miles east of Gordondale store and post office, in fence angle, 66 feet north of northeast corner sec. 9-79-10 No. 707-H Elevation 2,516.648

Iron pipe with brass cap, 4½ miles east of Gordondale store and post office, 1 foot east of survey post at northeast corner section 11-79-10 No. 708-H Elevation 2,647.030

Iron pipe with brass cap, 6½ miles east of Gordondale store and post office, 90 feet west of northeast corner section 7-79-9 No. 709-H Elevation 2,537.777

Iron pipe with brass cap, 10½ miles east of Gordondale store and post office, 4½ miles west of bridge over Katchewan Creek, 1 foot east of survey post at northeast corner section 11-79-9 No. 710-H Elevation 2,343.737

Iron pipe with brass cap, 12½ miles east of Gordondale store and post office 2½ miles west of bridge over Kartuan Creek, 1 foot west of survey post at northeast corner section 7-79-8. No. 711-H. Elevation 2,297.659

See Bay Tree and Spirit River

Grainier: C N Ry. Concrete bench-mark pier, 4½ miles southwest of station and 10 feet north of fifth pole north of main post 84 from Mirror or ninth pole south of road allowance along north boundary of sec 11-29-25. 5 feet west of easterly limit of right of way, bolt set horizontally in north-west side of pier. No. 49-F. Elevation 2,943.013

See Swallowell and Beusker

Grande Prairie: Iron pipe with brass cap near farmhouse owned by A. Hunt, 8½ miles east of junction of Provincial Highways Nos. 2 and 34 (4 miles north of Grande Prairie) in north fence line of highway 200 feet west of driveway entrance to farm between tele line poles Nos. 4-2763 and 4-2764. No. 652-H. Elevation 2,362.695

Iron pipe with brass cap, 6 miles east of junction of Provincial Highways Nos. 2 and 34, on north limit of highway right of way and 156 feet west of northeast cor. sec 11-72-5. No. 653-H. Elevation 2,326.330

Iron pipe with brass cap, 3½ miles east of junction of Provincial Highways Nos. 2 and 34 at a fence corner on north limit of highway right of way opposite north quarter cor. sec 9-72-5. No. 654-H. Elevation 2,246.031

Iron pipe with brass cap, 1 mile east of junction of Provincial Highways Nos. 2 and 34 on fence line along north limit of right of way, 306 feet west of northeast cor. sec 12-72-5 and 50 feet west of telephone pole No. 4-3022. No. 655-H. Elevation 2,218.995

Iron pipe with brass cap, 3½ miles northeast of station, 4 feet east of westerly limit of N A Ry. right of way between eighth and ninth poles south of mile post 46 from Rivercroft, opposite Government telephone pole No. 4-3087 and 200 feet south of road allowance along north boundary of sec 1-72-6. No. 392-H. Elevation 2,274.895

Public school. Tablet in east concrete foundation wall 10 feet from southeast corner and 4 feet below brickwork. No. 393-H. Elevation 2,162.631

High school. Tablet in front or west concrete foundation wall, 6 feet 4 inches from southwest corner and 4 feet below brickwork. No. 394-H. Elevation 2,163.918

Iron pipe with brass cap on north boundary of post office lot, 75 feet west of northeast corner of building. No. T-59. Elevation 2,155.959

Iron pipe with brass cap, on a curve 3½ miles southwest of station, 3 feet northwest of southeast limit of N A Ry. right of way and at mileage 53.3 from Rivercroft 260 feet southwest of road allowance along south boundary of lot No. 3, Fryingshot Lake Settlement. No. 395-H. Elevation 2,146.124

See Clairmont, Dimdale, and Beanson

Grants: C P Ry. Concrete bench-mark pier 2½ miles southeast of station and 60 feet south of mile post 4 from Bassano, immediately east of east limit of road allowance along east boundary of sec 1-22-19 and 5 feet west of easterly limit of right of way, bolt set vertically. No. 305-D. Elevation 2,877.128

Concrete bench-mark pier, 1½ miles northwest of station and at eighth pole north of mile post 8 from Bassano, 140 feet southerly from road

allowance along east boundary of sec 22-23-19 and 3 feet west of easterly limit of right of way bolt set vertically No 204-13 Elevation 2 745 972.
See Makepeace and Bassano.

Crissy Lake: C P Ry Public school in north or front foundation wall 3 feet 4 inches from northeast corner and 3 feet 6 inches below brickwork bolt set horizontally No 183-4 Elevation 2 637 768

E C Jones general store in concrete foundation of west side wall 7 feet 6 inches from southwest corner and 18 inches below brickwork bolt set horizontally No 183-C Elevation 2 649 591

See Burdett and Purple Springs

Greenshield: C N Ry Concrete bench-mark pier 1 mile southeast of station and 35 feet east of twelfth pole west of mile post 134 from Hugar 32 feet west of east mile sign 235 feet east of a whistle post for northbound trains and 6 feet south of northerly limit of right of way bolt set horizontally in north side of pier No 35-H Elevation 2 232 659

See Heath and Wainwright

Grumshaw: Iron pipe with brass cap 3 miles north of Grumshaw 140 feet south of northeast corner section 30-78-23, 2 feet east of fence line No 719-H Elevation 2 138 159

Iron pipe with brass cap $3\frac{1}{2}$ miles east of station 3 feet north of southerly limit of N A Ry right of way 40 feet east of seventh pole east of mile post 62 from Winagami 275 feet east of a corrugated iron pipe culvert and 1 585 feet east of road allowance along east boundary of sec 22-83-23 N 444-H Elevation 1 913 448

Iron pipe with brass cap 1 mile east of station 3 feet south of northerly limit of N A Ry right of way 20 feet east of ninth pole west of mile post 64 from Winagami and 250 feet east of road allowance along east boundary of sec 17-83-23 N 445-H Elevation 1 976 877

Concrete bench mark pier 620 feet west of station 3 feet north of southerly limit of N A Ry right of way and 50 feet west of road allowance along east boundary of sec 18-83-23 Tablet in top of pier No 446-H Elevation 2 003 655

N A Ry station Tablet in rear or south concrete foundation wall midway between the two basement windows near southwest corner and 8 inches below woodwork N 446-H-2 Elevation 2 001 732

Iron pipe with brass cap $2\frac{1}{2}$ miles west of station 3 feet north of southerly limit of N A Ry right of way 30 feet east of ninth pole east of mile post 68 from Winagami and 100 feet east of road allowance along east boundary of sec 11-83-24 No 447-H Elevation 2 061 324

See Roma, Berwyn, and Warrensville

Gwynne: C P Ry Plate girder bridge over Pipestone creek $\frac{1}{2}$ mile west of station and at mileage 87 2 from Hardisty in north end of west face of east concrete abutment 2 feet 9 inches above bridge seat bolt set horizontally No 477-C Elevation 2 297 667

See Bittern Lake and Weiskiwia

Halkirk: C P Ry Alberta Pail elevator in east concrete foundation wall 1 foot from southeast corner and 3 feet 6 inches below woodwork bolt set horizontally No 2-19 Elevation 2 737 332

Concrete bench mark pier $4\frac{1}{2}$ miles west of station and 6 feet east of fourteenth pole east of mile post 38 from Coronation or fifteenth pole west of road allowance along east boundary of sec 29-35-16, or second pole east of bridge at mileage 37 7 3 feet north of southerly limit of right of way bolt set vertically No 2-18 Elevation 2 686 230

See Veldt and Gadsby

Haldbury: C P Ry Concrete bench-mark pier, 2½ miles northeast of station and at mileage 50.8 from Empress, 18 feet easterly from road allowance along east boundary of sec 29-21-8 and 5 feet south of northerly limit of right of way, bolt set vertically No 359-D Elevation 2,593-943.

See Jenner and Atlee

Hamlet: C P Ry See Tudor, B M No. 294-D.

Hanna: Concrete bench-mark pier, 2½ miles east of station and 30 feet west of fourth pole west of mile post 134 from Kindersley, 320 feet east of a whistle post for eastbound trains, 879 feet westerly from road allowance along east boundary of sec 11-31-14 and 2 feet north of southerly limit of right of way tablet in top of pier No S-108 Elevation 2,701-800.

Concrete bench-mark pier 2 miles west of station and 396 feet east of mile post 2 360 feet west of a small trestle and 2 feet south of northerly limit of right of way tablet in top of pier No S-113 Elevation 2,648-623.

Memorial hall, tablet in south or front concrete foundation wall, 3 feet from southeast corner and 3 feet below brickwork No 821-C Elevation 2,684 964.

Public school, a brick building with field stone foundation, on east side of First Street east, between Fifth and Sixth Avenues, in west stone foundation wall, 7 inches from southwest corner and 2 feet 8 inches below base of water-table course, bolt set horizontally No. S-109. Elevation 2,689 277

The Royal Bank of Canada, in east or Main Street wall, 8 inches from southeast corner and second course of brickwork above concrete foundation; bolt set horizontally No S-110 Elevation 2,685 245.

Fundamenta bench mark in triangular plot of land 200 yards south of hospital and at southeast corner of Main Street and road allowance along north boundary of sec 9-31-14 52 feet south of south limit of above road allowance and 23 feet east of easterly limit of Main Street, tablet in top of pier No 820-C Elevation 2,689 447

See Watts and Bonar

Hardisty: C P Ry See Lethbridge B M No 196-C.

Hargrave: C N Ry See Medicine Lodge B M No 86-H

Heath: C N Ry Section house 350 feet east of east switch of passing track, in south or front concrete foundation wall, 8 inches from southwest corner and 10 inches below stucco, bolt set horizontally No. 34-H Elevation 2,185 864

See Dunn and Greenhields.

Henry House: C N Ry steel truss bridge over Snaring River, 2 miles north of station and at mileage 96.1 from Edson. North face of south concrete abutment, 20 inches west of west edge of easterly truss and 2 feet 7 inches above bridge seat Bolt set horizontally No 101-H Elevation 3,315 749.

C N Ry bridge over Edmonton-Jasper highway, 1 mile south of station and at mileage 99.2 from Edson. South concrete abutment, west end of north face, 4 feet 5 inches above bridge seat. Bolt set horizontally No 102-H Elevation 3,345 275.

See Jasper

High Prairie: Concrete bench-mark pier 3 miles east of station, 4 feet north of southerly limit of N A Ry right of way 87 feet west of twelfth pole west of mile post 231 from junction with C N Ry, between Government telephone poles Nos. 3-2007 and 3-2008 and 438 feet west of a private crossing. Tablet in top of pier No. 330-H Elevation 1,949 238.

Iron pipe with brass cap, 1 mile east of station, 3 feet south of northerly limit of N A Ry right of way, between fifth and sixth poles west of mile post 233 from junction with C N Ry, between Government telephone poles Nos 3-2089 and 3-2070, 57 feet east of a private crossing and opposite a barn at south side of railway No 331-H Elevation 1953 738

Iron pipe with brass cap $2\frac{1}{2}$ miles west of station, 4 feet south of northerly limit of N A Ry right of way and at mileage 235.5 from junction with C N Ry, 163 feet west of a corrugated iron pipe culvert No 333-H Elevation 1,940 804

See Eilda and Aggie

High River: C P Ry plate girder bridge over Tongueflag creek, 3 miles north of station and at mileage 35.7 from Twelfth Street east. North concrete abutment, bolt set vertically in bridge seat 6 inches from west edge and 8 inches from south edge No CC-1 Elevation 3,400 919

C P Ry steel truss bridge over Highwood River, $\frac{1}{2}$ mile north of station North concrete abutment Tablet in top of balustrade wall, 10 inches from west end and 9 inches from south edge No CC-2 Elevation 3,403 684

Concrete box culvert under C P Ry, $1\frac{1}{2}$ miles south of station and at mileage 40.25 from Twelfth Street east Bolt set vertically in top of west headwall 10 inches from north end No CC-2 Elevation 3,399 139

See Alderayde and Cayley

Hillcrest: Rock wall immediately northeast of C P Ry track, $1\frac{1}{2}$ miles southeast of station and 120 feet northwest of mile post 83 from Lethbridge Southwest face of rock 1 foot above track level Bolt set horizontally No 101-D Elevation 4,089-237

Bolt has been removed from drill hole

See Frank and Burns

Hilliard: C N Ry Iron pipe filled with concrete 1,650 feet northwest of station and 35 feet west of mile post 78 from Vermilion, 3 feet south of northerly limit of right of way top of pipe (no bolt) No I-15 Elevation 2,268 937

Top of pipe is badly rusted and hammered elevation is only approximate See Chipman and Mundare

Elbow Creek: Iron pipe with brass cap, 4 miles southeast of southeast wye switch 3 feet southwest of northeast limit of N A Ry right of way and at second pole northwest of mile post 109 from Winagami 200 feet northwest of road a waneer along north boundary of sec 10-83-4 No 465-H Elevation 2,171-412

Iron pipe with brass cap near centre of a cut $1\frac{1}{2}$ miles southeast of southeast wye switch 3 feet northeast of south-west limit of N A Ry right of way 3 feet northwest of seventh pole northwest of mile post 111 from Winagami and 400 feet southeast of road allowance along north boundary of sec 21-83-4 No 466-H Elevation 2,155 887

Concrete bench-mark pier on high ground 835 feet southeast of southeast wye switch 3 feet northeast of southwest limit of N A Ry right of way 67 feet northwest of ninth pole southeast of mile post 113 from Winagami and 420 feet southeast of a corrugated iron pipe culvert Tablet in top of pier No 467-H Elevation 2,170 669

See Gage

Hinton: C N Ry steel trestle bridge over Maakuta creek, 3 miles southwest of station and at mileage 58.1 from Edson West concrete abutment south end of east face 4 feet 6 inches above bridge seat Bolt set horizontally No 92-H Elevation 3,265 301

See Pedley and Entrance

Hobbema: Concrete bench-mark post 2½ miles south of station, 3 feet east of westerly limit of C.P.Ry. right of way, 57 feet south of north pole north of mile post 44 from Red Deer and 3 feet south of south limit of a lane running west from Calgary-Edmonton highway. Bolt set vertically. No. H-38-A. Elevation 2,694.545.

See Menak and Navarre

Holden: C.N.Ry. Public school in southeast or front concrete foundation wall, 22 inches from southerly corner and 4 feet 6 inches below brickwork, bolt set horizontally. No. 48-H. Elevation 2,264.184.

See Torlen and Ryley

Hondo: Concrete bench-mark post 6½ miles south of station, 41 feet west of N.A.Ry. track, 25 feet north of north pole north of mile post 116 from junction with C.N.Ry. and 60 feet north of Government telephone pole No. 2-1163 at the east edge of the farther north of two sandy knolls at west side of track. Bolt set vertically. No. U-31. Elevation 1,994.281.

Concrete bench-mark post 2½ miles south of station, 44 feet east of N.A.Ry. track, 55 feet south of first pole north of mile post 120 from junction with C.N.Ry. and 20 feet south of Government telephone pole No. 2-1204. Bolt set vertically. No. U-32. Elevation 1,959.744.

Concrete bench-mark post 1½ miles north of station, 42 feet east of N.A.Ry. track, 60 feet north of 1½ mile pole north of mile post 124 from junction with C.N.Ry., 420 feet north of an unused road crossing and 300 feet south of a treble. Both set vertically. No. U-33. Elevation 1,926.648.

See Chisholm and Smith

Hutchinson: Iron pipe with brass cap at bridge over Hutchinson River, ¼ mile south of Hutchinson post office, 27 feet northeast of northeast end of bridge and 35 feet north west of centre line of road. No. 747-H. Elevation 1,486.149.

Iron pipe with brass cap, 1½ miles north of Hutchinson post office, 84 feet south of east quarter corner section 23-93-23 and 1 foot east of fence line. No. 748-H. Elevation 1,680.213.

Iron pipe with brass cap, 2 miles south of bridge over Meikle River, 116 feet south of northeast corner section 35-93-23 and 30 feet west of centre line of road. No. 749-H. Elevation 1,606.274.

Iron pipe with brass cap at bridge over Meikle River, 180 feet northeast of northeast end of steel span of bridge, 105 feet northwest of centre line of road and some 25 feet above level of grade. No. 750-H. Elevation 1,338.141.

Iron pipe with brass cap at junction of a bush road leading west from a point on the highway, 0.9 miles north of the south end of a 3 mile tangent, 2½ miles north of bridge over Meikle River at west edge of brushed right of way and 26 feet south of centre line of bush road. No. 751-H. Elevation 1,589.271.

Iron pipe with brass cap, 4½ miles north of bridge over Meikle River, 42 feet north of a seventh telephone pole south of a bridge, 42 feet west of centre line of road. No. 752-H. Elevation 1,661.322.

Iron pipe with brass cap, 6 miles north of bridge over Meikle River and 2 miles south of bridge over Sam's Creek, 20 feet south of mile post 80 from Grimsby area, 45 feet west of centre line of road. No. 753-H. Elevation 1,709.913.

Iron pipe with brass cap at bridge over Sam's Creek, about 8 miles north of Meikle River, 106 feet south of bridge and 56 feet east of centre line of road. No. 754-H. Elevation 1,805.066.

Iron pipe with brass cap, 2½ miles north of bridge over Sam's Creek and 7½ miles south of crossing of 25th Base Line, 30 feet south of a graded crossing and 50 feet west of centre line of road. No. 755-H. Elevation 1,800-186.

Iron pipe with brass cap at bridge over a small creek at the north end of a 104-mile tangent, $4\frac{1}{2}$ miles south of crossing of 25th Base Line 336 feet north of bridge and 60 feet east of centre line of road No. 756-H. Elevation 2,109-175.

Iron pipe with brass cap $2\frac{1}{2}$ miles south of crossing of 25th Base Line, near north end of a stand of large spruce 360 feet south of mile post 90 from Grumshaw and 440 feet south of a corrugated pipe culvert 45 feet west of centre line of road No. 757-H. Elevation 2,241-568.

Iron pipe with brass cap at crossing of 25th Base Line 108 feet south of signboard 25th Base Line and 54 feet west of centre line of road No. 758-H. Elevation 2,274-353.

25th Base Line bench mark. Top of corner post at northwest corner section 31 96-22 No. 185 Base Line listed elevation 2,299-30. Geodetic elevation 2,294-031.

Iron pipe with brass cap, at bridge over Gravina Creek, about 2 miles north of crossing of 25th Base Line 115 feet north of bridge and 45 feet west of centre line of road No. 759-H. Elevation 2,355-158.

Iron pipe with brass cap at Twin Lakes, about $4\frac{1}{2}$ miles north of 25th Base Line 60 feet north of centre line of side road to lake and 54 feet east of centre line of main road No. 760-H. Elevation 2,336-809.

Iron pipe with brass cap at a curve at mile post 100 from Grumshaw, about 1,000 feet north of a depression in the road, 48 feet west of centre line of road and directly opposite the mile post No. 761-H. Elevation 2,313-681.

Iron pipe with brass cap $8\frac{1}{2}$ miles south of bridge over Kemp Creek, $\frac{1}{2}$ miles north of junction of side road to a lake, at intersection of the old original road and some 800 feet north of a hump or summit on the highway, 180 feet north of a pipe culvert, 18 feet east of centre line of old road and 48 feet west of that of main road No. 762-H. Elevation 2,085-815.

Iron pipe with brass cap, about $8\frac{1}{2}$ miles south of bridge over Kemp Creek 10 feet north of a cross grade opposite signpost H-1 and 60 feet east of centre line of road No. 763-H. Elevation 1,956-311.

Iron pipe with brass cap at junction of a bush road leading north-westerly, about $8\frac{1}{2}$ miles south of bridge over Kemp Creek 25 feet east of centre line of bush road and 50 feet west of that of main road No. 764-H. Elevation 1,699-343.

Iron pipe with brass cap, at an old road construction camp, $2\frac{1}{2}$ miles south of bridge over Kemp Creek 40 feet south of a cross grade and 50 feet west of centre line of road No. 765-H. Elevation 1,593-097.

Iron pipe with brass cap, at mile post 110 from Grumshaw and about $1\frac{1}{2}$ miles south of bridge over Kemp Creek opposite the mile post and 46 feet southwest of centre line of road No. 766-H. Elevation 1,524-747.

Iron pipe with brass cap, at bridge over Kemp Creek 72 feet northwest of bridge and 50 feet northeast of centre line of road No. 767-H. Elevation 1,451-377.

Iron pipe with brass cap, near a pipe culvert under an 8-foot fill $2\frac{1}{2}$ miles north of bridge over Kemp Creek and about $8\frac{1}{2}$ miles south of bridge over Keg River 340 feet northwest of culvert and 45 feet southwest of centre line of road No. 768-H. Elevation 1,425-525.

Iron pipe with brass cap $2\frac{1}{2}$ miles south of crossing of 26th Base Line, 54 feet north of a cross grade and 42 feet west of centre line of road No. 769-H. Elevation 1,377-409.

Twenty-sixth Base Line B.M. No. 183. Elevation 1,226-755.

Twenty-sixth Base Line B.M. No. 184. Elevation 1,238-202.

Iron pipe with brass cap at crossing of 26th Base Line, $1\frac{1}{2}$ miles south of bridge over Keg River opposite sign post "26th Base Line" and 60 feet east of centre line of road No. 770-H Elevation 1,330-102

Iron pipe with brass cap $\frac{1}{4}$ mile northeast of bridge over Keg River, about 500 feet north of end of first curve from Keg River 310 feet north of east quarter section corner 12-101-23 in line with telephone poles No. 771-H Elevation 1,317-130

Iron pipe with brass cap, at junction of road to Keg River Settlement, $2\frac{1}{2}$ miles northeast of bridge over Keg River, 130 feet north of north end of pipe culvert under branch road, 63 feet east of centre line of main road No. 772-H Elevation 1,344-785

Iron pipe with brass cap $1\frac{1}{2}$ miles north of junction of road to Keg River, 1,300 feet north of mile post 126 from Grimshaw 1,950 feet north of a pipe culvert between the present road and the old road 42 feet east of the former and 27 feet west of the latter No. 773-H Elevation 1,324-637

Iron pipe with brass cap at a hay meadow on west side of road $\frac{1}{2}$ miles south of bridge over Boyer (Paddle) River 200 feet north of a pipe culvert and 45 feet west of centre line of road No. 774-H Elevation 1,294-057

Iron pipe with brass cap $2\frac{1}{2}$ miles south of bridge over Boyer (Paddle) River and at mile post 130 from Grimshaw, 50 feet east of centre line of road and opposite the mile post No. 775-H Elevation 1,264-934

Iron pipe with brass cap at bridge over Boyer (Paddle) River, 370 feet north of bridge and 90 feet south of a cross grade 50 feet east of centre line of road No. 776-H Elevation 1,243-434

Iron pipe with brass cap at an old hog barn about $1\frac{1}{2}$ miles northeast of bridge over Boyer (Paddle) River 120 feet east of easterly wall of barn, 20 feet south of centre line of road and in line with telephone poles No. 777-H Elevation 1,231-703

Iron pipe with brass cap near a sunken slough bottom on southeasterly side of road $1\frac{1}{2}$ miles southwest of junction of road to Metis Colony store, midway between first and second telephone poles southwest of slough 60 feet southeast of centre line of road No. 778-H Elevation 1,216-928

Iron pipe with brass cap at junction of road to Metis Colony store and administration buildings of Paddle Prairie Settlement, in angle of fence, 50 feet east of main road and 30 feet north of side road No. 779-H Elevation 1,188-542

Iron pipe with brass cap directly in front of Metis Colony hospital, 1 foot south of white pocket fence along south limit of road to highway No. 780-H Elevation 1,184-723

See Notekiwini

Headton: Iron pipe with brass cap, $\frac{1}{4}$ mile east of station, 3 feet south of northerly limit of N.A.Ry. right of way and between sixth and seventh poles east of mile post 71 from Rivercroft 30 feet east of road allowance along east boundary of sec. 22-71-9 No. 401-H Elevation 2,443-241

Iron pipe with brass cap $2\frac{1}{2}$ miles northwest of station, 3 feet southeast of southwest limit of N.A.Ry. right of way and between seventh and eighth poles southeast of mile post 74 from Rivercroft about $\frac{1}{4}$ mile southeast of road allowance along north boundary of sec. 20-71-9 and 57 feet south of whistle post for crossing of same No. 402-H Elevation 2,440-965

See Wembley and Beaverlodge.

Hehalts: C.N.Ry. In foundation of demolished shop of former Buckeye Machine Company $\frac{1}{4}$ mile northeast of station. Land now part of a farm and farm buildings have been built on old Machine Company foundations,

at most southerly end of foundation which projects southerly from barn, in southeast face of foundation, 17 inches from southerly corner and 8 inches below top, directly under a fence opposite seventh pole north of mile post 123 from Mirror bolt set horizontally. No 41-F. Elevation 3,472.420.

See Delacour and Calgary

Hinsar; C P Ry. Concrete bench-mark pier, 3 miles northwest of station and 100 feet east of mile post 24 from Bassano, at crossing of road allowance along north boundary of sec 21-24-20 and 4 feet south of northerly limit of right of way, bolt set vertically. No. 300-D. Elevation 2,941.339.

This bench mark was not found during inspection of 1947

See Chancellor and Makepeace.

Huxley; C N Ry. Concrete bench-mark pier, $1\frac{1}{2}$ miles north of station and 50 feet south of seventh pole north of mile post 42 from Mirror or twelfth pole north of road allowance along north boundary of sec 20-34-23, 15 feet south of a private crossing and 4 feet east of westerly limit of right of way, bolt set horizontally in north side of pier. No 56-F. Elevation 2,925.500.

See Elmcra and Trochu

Hyle; N A Ry. Concrete bench-mark pier, $1\frac{1}{2}$ miles west of station and 23 feet east of seventeenth pole west of mile post 99 from Carbondale, 10 feet south of northerly limit of right of way, tablet in top of pier. No V-27. Elevation 1,904.954.

See Noral and Venice.

Hythe; Public school (8-D No 3194). Tablet in concrete foundation of west side wall midway between second and third basement windows from front corner and 2 feet below woodwork. No 406-H. Elevation 2,465.153.

Iron pipe with brass cap, $1\frac{1}{2}$ miles northwest of station, 2 feet west of east limit of road allowance along east boundary of sec 22-73-11, 150 feet north of $\frac{1}{2}$ sec corner and 66 feet south of N A Ry track. No T-70. Elevation 2,449.799.

Concrete bench-mark pier, $4\frac{1}{2}$ miles northwest of station, 3 feet north of southerly limit of N A Ry, right of way and at seventh pole east of mile post 93 from Rycroft, 50 feet west of road allowance along east boundary of sec 19-73-11 and at the west end of a long cut. Tablet in top of pier. No. 407-H. Elevation 2,499.799.

See Albright and Lymburn

Idendaleigh; C P Ry. Concrete bench-mark pier, $\frac{1}{2}$ mile northeast of station and at mileage 62.9 from Empress, 50 feet northerly from road allowance along east boundary of sec 34-20-10, at the north end of a deep cut and 5 feet west of easterly limit of right of way, bolt set vertically. No 348-D. Elevation 2,577.595.

Concrete bench-mark pier, 2 $\frac{1}{2}$ miles east of station and at mileage 60.65 from Empress, 1,020 feet easterly from road allowance along east boundary of sec 35-20-10 and 90 feet north of track, bolt set vertically. No 349-D. Elevation 2,532.917.

Concrete bench mark pier, 4 miles southwest of station and at mileage 67.2 from Empress, immediately south of a private crossing and 6 feet east of westerly limit of right of way, bolt set vertically. No 347-D. Elevation 2,535.275.

See Denhart and Jenner

Imperial; Large concrete arch culvert under C P Ry., $3\frac{1}{2}$ miles southwest of station and at mileage 71.8 from Twelfth Street east. Tablet in top of coping of east headwall, 6 inches from south end. No H-23. Elevation 3,078.497.

Post office: In stone foundation of northwest or Pine Street wall, 5 feet from front corner and 2 feet 2 inches below woodwork. Bolt set horizontally. No. H-24. Elevation 3,107.390.
See Bowden and Penhold.

Imperial: C.N.Ry. Canadian Bank of Commerce, in east concrete foundation wall 2 feet from northeast corner and 16 inches below woodwork, bolt set horizontally. No. L-27. Elevation 2,235.231.

Iron pipe filled with concrete, $4\frac{1}{2}$ miles southeast of station and 65 feet west of thirteenth pole west of main post 27 from Vermilion, 2 feet north of southerly limit of right of way, bolt set vertically. No. L-28. Elevation 2,148.942.

See Ranfurly and Minburn.

Inverlake: C.P.Ry. See Norfolk, B.M. No. S-160.

Irrua: C.N.Ry. Foundation of demolished water tank, $2\frac{1}{2}$ miles southeast of station in north wall of concrete foundation wall, 2 feet 6 inches to the left of the spout and 3 inches below woodwork, bolt set horizontally. No. 38-II. Elevation 2,198.400.

See Wannwright and Jarow.

Irricana: Fundamental bench mark, about $\frac{1}{2}$ mile southeast of town, $\frac{1}{2}$ mile south of C.P.Ry. (Irricana-Bassano line) 120 feet north of northeast corner of sec. 16-27-26 and 3 feet east of west limit of road allowance, tablet in top of pier. No. 46-F-2. Elevation 3,069.437.

Alberta Pacific center No. 99, at C.P.Ry. station in south concrete foundation wall, 19 feet from southwest corner and 9 inches below metal sheathing bolt set vertically. No. 289-D. Elevation 3,068.787.

Concrete bench-mark pier, 2 miles east of C.P.Ry. station and at mileage 70.1 from Bassano 60 feet westerly from road allowance along east boundary of sec. 22-27-26 and 2 feet north of southerly limit of C.P.Ry. right of way, tablet in top of pier. No. 290-D-2. Elevation 3,024.135.

This bench mark was not found during inspection of 1947.

Concrete box culvert under C.N.Ry. $2\frac{1}{2}$ miles south of station and at mile post 100 from Mirror in centre of east face, 8 inches below top, bolt set horizontally. No. 46-F. Elevation 3,066.303.

See Craughdu, Beneker, and Kathryn.

Irvine: C.P.Ry. Public school in south stone foundation wall, 6 inches from southwest corner and 22 inches below concrete plinth bolt set horizontally. No. 160-C. Elevation 2,500.500.

Kambach Block, southwest of the station in stone foundation of east side wall, 6 inches from southeast corner and 6 inches below brickwork, bolt set horizontally. No. 159-C. Elevation 2,503.135.

Plate girder bridge 2 miles west of station and at mileage 127.6 from Swift Current in south end of east face of west concrete abutment, 6 inches below top bolt set horizontally. No. 161-C. Elevation 2,479.997.

Plate girder bridge 3 miles west of station and at mileage 128.6 from Swift Current, in south end of west or rear face of west concrete abutment, 6 inches below top bolt set horizontally. No. 162-C. Elevation 2,465.741.

See Larmour and Pashley.

Lalay: Iron pipe filled with concrete, $5\frac{1}{2}$ miles southeast of station and 7 feet west of third pole east of mile post 104 from North Battleford, 625 feet east of a whistle post for westbound trains and 3 feet south of northerly limit of right of way, bolt set vertically. No. L-43. Elevation 2,123.576.

Concrete bench-mark pier, 1,690 feet west of station and 40 feet east of mile post 110 from North Battleford, 300 feet westerly from road allow-

ance along east boundary of sec 8-51-4 and 3 feet south of northerly limit of right of way, tablet in top of pier No. L-41 Elevation 2,001.539
See Burradale and Kitecotey

Jamieson: C P Ry Concrete box culvert, 600 feet west of west switch and at mileage 86.8 from Dunmore, in south face of culvert, immediately above west wing-wall, bolt set horizontally No. 190-C Elevation 2,739.432
See Taber and Chin

Jamet: C N Ry Concrete bench-mark pier $1\frac{1}{2}$ miles west of west switch and at fourteenth pole west of mile post 128 from Hanna, 205 feet easterly from road allowance along east boundary of sec 30-23-20 and 2 feet north of southerly limit of right of way, bolt set vertically No. S-170 Elevation 3,422.311
See Barlow Junction and Chestermere Lake

Jarrow: C N Ry Concrete bench-mark pier, 1 mile southeast of station and 50 feet east of fifth pole west of mile post 24 from Wainwright, 130 feet westerly from road allowance along north boundary of sec 34-45-10 and 7 feet south of northerly limit of right of way, bolt set horizontally in northeast side of pier No. 40-H Elevation 2,237.317
See Irma and Kinsella

Jarvis: Concrete bench-mark pier, $2\frac{1}{2}$ miles south of station, 10 feet east of westerly limit of N A Ry right of way, 50 feet south of tenth pole south of mile post 72 from junction with C N Ry and 50 feet north of Government telephone pole No. 1-2618 Tablet in top of pier No. L-19 Elevation 2,093.750

Subsequent inspection of this bench mark discloses that the pier is loose in the ground and can be rocked, the elevation, therefore, may not be reliable.

Concrete bench-mark pier, 1 mile north of station, 4 feet west of easterly limit of N A Ry right of way and at mileage 75.3 from junction with C N Ry 65 feet south of road allowance along north boundary of sec 22-43-27 Tablet in top of pier No. U-20 Elevation 2,013.373

See Pibroch and Fawcett.

Jasper: Dismantled Grand Trunk Pacific Ry bridge over Fiddle River $30\frac{1}{2}$ miles (by Edmonton-Jasper highway) northeast of station, 2 miles northwest of junction of abandoned railway grade with highway and about $1\frac{1}{2}$ miles downstream from highway bridge East concrete abutment, south end of west face, 4 feet 3 inches above bridge seat Iron bolt set horizontally No. 96-H Elevation 3,252.395

Long curved rock cut on Edmonton-Jasper highway, $24\frac{1}{2}$ miles north of station and $\frac{1}{2}$ mile north of an abandoned lime kiln East side of cut, 150 feet from south end and 1 foot above road surface Bolt set horizontally No. 97-H Elevation 3,267.129

Wooden truss bridge over Rocky River on Edmonton-Jasper highway, $21\frac{1}{2}$ miles north of station North concrete abutment, west end of south face, 5 feet above bridge seat Bolt set horizontally No. 98-H Elevation 3,293.835

The bench mark has been rendered inaccessible by a bridge timber erected at the time of conversion from a railway to a highway bridge, hence the elevation is recoverable only approximately

Rock side cut at east side of Edmonton-Jasper highway, 17 miles north of town and $\frac{1}{2}$ mile northeast of site of Interlaken station, in smooth vertical face about 4 feet long and 2 feet in height 150 feet from south end of cut, bolt set horizontally about 1 foot above road surface, facing Jasper Lake No. 99-H Elevation 3,296.081

This bench mark was not found during inspection of 1944.

Steel truss bridge over Athabaska River on Edmonton-Jasper highway 12½ miles north of station and ¼ mile northeast of C N Ry crossing. Northeast concrete abutment northwest end of southwest face 5 feet above bridge seat Bolt set horizontally No. 100-H Elevation 3,303 086

The bench mark has been rendered inaccessible by a bridge timber erected at the time of conversion from a railway to a highway bridge, hence the elevation is recoverable only approximately.

Curved rock cut on C N Ry, the farther south of two adjacent cuts, 34 miles north of station and 970 feet north of mile post 103 from Edson. West side of cut, bolt set horizontally in a projection of rock facing north 70 feet from south end of cut and at track level No. 103-H Elevation 3,420-783

Jasper Park administration building. In buttress at southeast corner of one-story extension at south end of building, bolt set horizontally in southwest face of large stone at base of buttress No. 104-H Elevation 3,483 668

Concrete bench mark pier, 2½ miles southwest of station 50 feet north of C N Ry main track, 520 feet west of Wynd east switch and 1,280 feet east of a double concrete tile culvert North face of pier Bolt set horizontally No. 105-H Elevation 3,504 288

See Entrance, Henry House, and Genkie

Jenner: C P Ry Station, in northwest concrete foundation wall 9 feet northeast of rear entrance and 5 inches below woodwork, bolt set horizontally No. 350-D Elevation 2,478-365

Concrete bench mark pier, 2 miles northeast of station and at mileage 55 6 from Empress 48 feet west of a private crossing about ½ mile westerly from east boundary (see 11-21-9 an. 5 feet south of northerly limit of right of way, bolt set vertically No. 351-D Elevation 2,472 387

See Idlesleigh and Halsbury

Jonsdahl: Iron pipe with brass cap, 2½ miles east of station, 47 feet south of N A Ry track 65 feet east of third pole east of mile post 209 from junction with C N Ry and between Government telephone poles Nos 3-1240 and 3-1241 No. 323-H Elevation 1,967-122

Iron pipe with brass cap, ½ mile west of station, 40 feet north of N A Ry track (opposite a clearing), 167 feet east of mile post 212 from junction with C N Ry, between Government telephone poles Nos 3-1245 and 3-1246 and 160 feet west of a corrugated iron pipe culvert No. 324-H Elevation 1,961 166

Iron pipe with brass cap, on a curve between two long tangents, 3½ miles west of station 40 feet north of N A Ry track 42 feet west of sixth pole west of mile post 215 from junction with C N Ry and between Government telephone poles Nos 3-1455 and 3-1456—immediately west of point where railway and highway diverge No. 325-H Elevation 1,983-610

See Driftpole and Arcadia

Judah: Iron pipe with brass cap, 4 miles south of station, 3 feet northeast of southwest limit of N A Ry right of way 25 feet northwest of tenth pole southeast of mile post 38 from Winagami, 300 feet southeast of a trestle and 60 feet northwest of road allowance along east boundary of sec 12-82-22. No. 432-H Elevation 1,865 650

Iron pipe with brass cap, 1½ miles south of station 3 feet west of easterly limit of N A Ry right of way and between second and third poles north of mile post 40 from Winagami, 200 feet south of road allowance along north boundary of sec 23-82-22. No. 433-H Elevation 1,864 419

Iron pipe with brass cap, near head of grade into valley into Peace River $\frac{1}{2}$ mile north of station, 3 feet east of westerly limit of N.A.Ry. right of way, 50 feet south of seventh pole north of mile post 42 from Wainagan, and 325 feet south of a corrugated iron pipe culvert. No 434-H. Elevation 1,828 990.

See Nampa and Peace River.

Jenkins; C.N.Ry. See Wildwood, B.M. No. 73-H.

Kanamskia; C.P.Ry. See Seebe, B.M. No. 230-C and Eschaw, B.M. No. 231-C.

Kathleen; Concrete bench-mark pier $1\frac{1}{2}$ miles southeast of station, 3 feet north-east of southwest limit of N.A.Ry. right of way, 10 feet northwest of second pole southeast of mile post 254 from junction with C.N.Ry., 820 feet southeast of a corrugated iron pipe culvert and 348 feet northwest of road allowance along east boundary of sec. 23-76-19. Tablet on top of pier. No. 339-H. Elevation 2,085 635.

Iron pipe with brass cap, $1\frac{1}{2}$ miles northwest of station, 4 feet southwest of northeast limit of N.A.Ry. right of way and between second and third poles northwest of mile post 257 from junction with C.N.Ry., 42 feet southeast of a private crossing and 1,230 feet southeast of a corrugated iron pipe culvert. No. 340-H. Elevation 2,074 558.

See Kenzie and McLennan.

Kathryn; C.N.Ry. Concrete box culvert, $\frac{1}{2}$ mile northeast of station and at mileage 105.9 from Mirror, between fifth and sixth poles northerly from road allowance along east boundary of sec. 18-26-27, in north end of southeast face 8 inches below top, bolt set horizontally. No. 44-F. Elevation 3,198 532.

Concrete box culvert, $3\frac{1}{2}$ miles northeast of station and at mileage 103.1 from Mirror at fourth pole northerly from road allowance along east boundary of sec. 26-26-27, in centre of west face 8 inches below top, bolt set horizontally. No. 45-F. Elevation 3,114 498.

See Irricana and DeLacour.

Kavanagh; C.P.Ry. Concrete bench-mark pier 1 mile north of station and 20 feet north of fourth pole south of mile post 74 from Red Deer, 85 feet northerly from road allowance along north boundary of sec. 36-48-25 and 3 feet east of westerly limit of right of way, bolt set vertically. No. H-45-A. Elevation 2,492 003.

See Millet and Leduc.

Kenzie; Iron pipe with brass cap, on high ground, 1 mile southeast of southeast switch, 18 feet southeast of mile sign, 45 feet northeast of N.A.Ry. track and at twelfth pole southeast of mile post 247 from junction with C.N.Ry. No. 336-H. Elevation 2,064 125.

Iron pipe with brass cap, 1 mile northwest of northwest switch, 180 feet southeast of mile sign, 47 feet southwest of N.A.Ry. track and 15 feet northwest of mile post 249 from junction with C.N.Ry. No. 337-H. Elevation 2,090 016.

Iron pipe with brass cap, 3 miles northwest of northwest switch, 47 feet southwest of N.A.Ry. track and between fourth and fifth poles northwest of mile post 231 from junction with C.N.Ry., 53 feet northwest of a private crossing and 94 feet northwest of a whistle post for eastbound trains. No. 338-H. Elevation 2,085-205.

See Aggie and Kathleen.

Kerensky; Concrete bench-mark pier, 1 mile east of station, 3 feet south of northerly limit of C.N.Ry. right of way and 30 feet west of sixth pole west of mile post 36 from St. Paul Junction and 2,495 feet west of road allowance along east boundary of sec. 19-58-21. Bolt set vertically. No. DD-1. Elevation 2,098.754.

Concrete bench-mark pier, 3 miles east of station, 3 feet south of northerly limit of C.N.Ry. right of way and at first pole east of mile post 38 from St. Paul Junction 1,665 feet west of road allowance along east boundary of sec. 21-58-21. Bolt set vertically. No. DD-2. Elevation 2,159.214.

See Railway.

Kilbath; Concrete bench-mark pier, $\frac{1}{2}$ mile south of station, 6 feet east of westerly limit of N.A.Ry. right of way and at mileage 86.4 from junction with C.N.Ry., 450 feet south of road allowance along north boundary of sec. 36-64-2 and at the north end of a three-mile tangent. Tablet in top of pier. No. U-23. Elevation 2,054.921.

Concrete bench-mark pier, 3 miles north of station, 10 feet east of westerly limit of N.A.Ry. right of way, 40 feet south of third pole north of mile post 90 from junction with C.N.Ry., 40 feet south of Government telephone pole No. 2-274 and 1,680 feet north of a bridge. Bolt set vertically. No. U-24. Elevation 2,042.360.

See Fawcett and Flatbush.

Kingman; C.N.Ry. Public school, tablet in north concrete foundation wall, 16 inches from northeast corner and 6 inches below woodwork. No. 74-F-2. Elevation 2,446.984.

Farmhouse owned by Olof Skalin, on northwest $\frac{1}{4}$ sec. 19-48-19, $3\frac{1}{2}$ miles south of station and 200 feet east of railway, tablet in west concrete foundation wall 14 inches from southwest corner and 3 inches below woodwork. No. 73-F-2. Elevation 2,453.098.

Concrete bench-mark pier, 1 mile south of station and at mile post 13 from Telford, 35 feet north of a private crossing and 4 feet east of westerly limit of right of way, bolt set horizontally in north side of pier. No. 74-F. Elevation 2,453.150.

This bench mark was not found during inspection of 1947.

See Bardo and Dunant.

Kinsale; N.A.Ry. Concrete bench-mark pier, 1 mile southeast of south switch and 95 feet north of north pole north of mile post 252 from Carbondale, 148 feet north of south mile-sign and 49 feet east of track, bolt set vertically. No. V-69. Elevation 1,524.753.

Concrete bench-mark pier, $2\frac{1}{2}$ miles northwest of north switch and 50 feet south of first pole north of mile post 258 from Carbondale, 70 feet southerly from north boundary of sec. 14-85-7 and 50 feet east of track, bolt set vertically. No. V-70. Elevation 1,526.206.

This bench mark has obviously heaved, elevation not precise.

See Chescham and Anzac.

Kinsella; C.N.Ry. Red granite boulder, about 5 feet by 3 feet, $1\frac{1}{4}$ miles northwest of station and at seventh pole west of mile post 33 from Wainwright or at fourth pole east of a road crossing, 57 feet south of northerly limit of right of way, bolt set horizontally. No. 41-H. Elevation 2,301.851.

See Jarrow and Philips.

Kinross: Iron pipe with brass cap, $5\frac{1}{2}$ miles east of station, 44 feet south of N A Ry track, 43 feet east of sixth pole east of mile post 186 from junction with C N Ry and between Government telephone poles Nos. 3-450 and 3-451 No 315-H Elevation 1,920 339

N A Ry steel truss bridge over Swan River $\frac{1}{2}$ mile east of station. Tablet in top of center concrete pier, 18 inches from south (upstream) point. No 316-H Elevation 1,934 480.

Iron pipe with brass cap, $3\frac{1}{2}$ miles west of station, 3 feet north of southerly limit of N A Ry right of way, 60 feet west of tenth pole west of mile post 194 from junction with C N Ry, 225 feet west of a trestle and 460 feet east of road allowance along east boundary of sec. 18-73-10 No. 317-H Elevation 1,901-120.

See Assinewa and Faust.

Kipp: C P Ry section house, at southwest side of railway 600 feet northwest of station. Front or northeast concrete foundation wall 21 inches from easterly corner and 10 inches below imitation brick sheathing. Bolt set horizontally. No 81-D Elevation 3,037 944

See Nobleford, Lethbridge, and Monarch.

Kirkcaldy: C P Ry section house. Front or southwest concrete foundation wall, 11 feet from southerly corner and 8 inches below imitation brick sheathing. Bolt set horizontally. No 70-D Elevation 3,321 625.

See Vulcan and Champion.

Kirkman: C P Ry Concrete bench-mark pier, 3 miles east of station and 40 feet east of fourth pole east of mile post 56 from Kerrobert, about 500 feet west of a private crossing and 3 feet south of northerly limit of right of way bolt set vertically. No Z-42 Elevation 2,358 331

Concrete bench mark pier, $1\frac{1}{2}$ miles west of station and at mileage 60 3 from Kerrobert, at east limit of road allowance along east boundary of sec. 15-34-3 and 13 feet north of northerly limit of right of way, 5 feet west of road allowance bolt set vertically. No Z-41 Elevation 2,352 375.

See Altario and Pemuluan.

Klatscoty: C N Ry Iron pipe filled with concrete, $3\frac{1}{4}$ miles southeast of station and 60 feet west of ninth pole east of mile post 96 from North Battleford. 300 feet east of a whistle post for westbound trains and 2 feet south of northerly limit of right of way, 50 feet west of a 20-foot cut on north side of track, bolt set vertically. No L-45 Elevation 2,235 390

See Islay and Lloydminster.

Knechill: C P Ry See Drumbeller, B M No. S-130

Lac la Pêche: N A Ry Water tank 700 feet northeast of station, bolt set vertically near southerly corner of concrete valve chamber 10 inches from southwest edge and 10 inches from southeast edge No. V-31 Elevation 1,838 770

Concrete bench-mark pier, 3 miles northeast of station and 11 feet east of mile post 116 from Carbondale, 1,110 feet westerly from road allowance along east boundary of sec. 9-67-13 and 4 feet south of northerly limit of right of way tablet in top of pier No. V-32 Elevation 1,877 447

Concrete bench-mark pier, $\frac{1}{2}$ mile southwest of station and 88 feet north of sixth pole north of mile post 112 from Carbondale 420 feet southerly from road allowance along north boundary of sec. 36-66-14, 380 feet southerly from another road crossing and 3 feet west of easterly limit of right of way, tablet in top of pier No. V-30 Elevation 1,793-269.

See Venice and Barnegat.

Lacombe; One-story brick business building occupied by three stores, at south-west corner of Barnett Avenue and Railway Street. In concrete foundation of southeast side wall, in base of third pilaster from front of building, 9 inches from northeast edge of pilaster and 8 inches below brickwork. Bolt set horizontally. No H-34. Elevation 2,797.688.

A. M. Campbell block, 1920; a two-story brick building at northeast corner of Barnett and Norton Avenues. Bolt set horizontally at centre of south face of base of pilaster at centre of front wall 15 inches below brickwork. No H-34-A. Elevation 2,797.867.

Bank of Montreal. North stone foundation wall, 17 inches from north-west corner (at entrance) and 3 inches above sidewalk. Bolt set horizontally. No H-34-B. Elevation 2,798.139.

Concrete box culvert under C. P. Ry., $3\frac{1}{2}$ miles north of station and at mileage 21.8 from Red Deer. Tablet in top of east headwall, 6 inches from north end. H-35. Elevation 2,764.144.

Concrete bench-mark pier on Coronation line 4 miles east of station and 70 feet east of ninth pole east of mile post 103 from Coronation or fifteenth pole east of road allowance along east boundary of sec. 27-40-26, 65 feet east of a whistle post for westbound trains and 5 feet north of southern limit of right of way, tablet in top of pier. No Z-1. Elevation 2,923.739.

See Blackfalds, Morninggude, and Clive.

Lake Louise; Plate girder bridge over Pipestone creek, $\frac{1}{2}$ mile southeast of station in south end of southeast face of west stone abutment, second course above bridge seat, bolt set horizontally. No 248-A. Elevation 5,045.347.

Double concrete culvert, 3 miles southeast of station and at mileage 113.5 from Calgary in west end of south face, 18 inches below top, bolt set horizontally. No 247-A. Elevation 4,967.261.

Plate girder bridge over Bow river, $1\frac{1}{2}$ miles northwest of station and at mileage 117.8 from Calgary in north face of west concrete abutment, 4 feet below bridge seat, bolt set horizontally. No 250-C. Elevation 5,077.768.

See Eldon and Stephen.

Lamerton; C. N. Ry. See Mirror B. M. No. 63-F.

Lamont; C. N. Ry. In foundation of demolished D. R. Davis Grain Company's elevator 300 feet west of station, in north face of most westerly concrete wall, 4 inches below top of concrete and 6 inches from west face. Bolt set horizontally. No L-11. Elevation 2,139.810.

When inspected in 1947 this bench mark was buried under 10 inches of ballast.

Iron pipe filled with concrete, 4 miles southeast of station and 8 feet west of sixth pole east of mile post 89 from Vermilion 3 feet south of northerly limit of right of way, bolt set vertically. No L-12. Elevation 2,168.454.

See Bruderheim and Chapman.

Lanfear; C. N. Ry. Concrete bench-mark pier 840 feet west of west switch and 9 feet west of fourteenth pole west of mile post 77 from Kindersley, 1,683 feet easterly from road allowance along east boundary of sec. 12-28-6 and 2 feet south of northerly limit of right of way, tablet in top of pier. No. S-89. Elevation 2,637.807.

See Cereal and Excel.

Larson; C. P. Ry. Plate girder bridge, $\frac{1}{2}$ mile west of station and at mileage 120.4 from Swift Current 6 inches from south end of east face of west concrete abutment 19 inches below bridge seat, bolt set horizontally. No 157-C. Elevation 2,481.327.

See Walsh and Irvine.

Latham: C P Ry Concrete box culvert, $2\frac{1}{2}$ miles southeast of station and at mileage 87.4 from Medicine Hat, in centre of southwest face, bolt set horizontally. No 310-D Elevation 2,533 111

Plate girder bridge over irrigation canal $\frac{1}{2}$ mile northwest of station and at mileage 90.2 from Medicine Hat, in south end of northwest face of east concrete abutment 9 miles above bridge seat, bolt set horizontally. No 309-D Elevation 2,559 904

See Bassano and Southesk

Lavery: C N Ry Iron pipe filled with concrete, 1,520 feet southeast of station and 8 feet east of fourth pole east of mile post 48 from Vermilion, 205 feet easterly from road allowance along north boundary of sec 33-51-13 and 3 feet south of northerly limit of right of way, bolt set vertically. No L-23 Elevation 2,203 087

Iron pipe filled with concrete, $4\frac{1}{2}$ miles southeast of station and 50 feet west of fourteenth pole west of mile post 43 from Vermilion, 1,090 feet easterly from road allowance along east boundary of sec 25-51-13 and 3 feet south of northerly limit of right of way, bolt set vertically. No L-24 Elevation 2,253 157

See Vegreville and Ranfurly

Leaman: C N Ry Water tank, $1\frac{1}{2}$ miles west of station, in south face of concrete foundation wall, 3 inches below woodwork and directly beneath the spout, bolt set horizontally. No 76-H Elevation 2,609 427

See Wildwood and Niton

Lehner: King George school. Front or east concrete block foundation wall, 8 feet 6 inches from northeast corner and 3 feet 6 inches below brickwork. Bolt set horizontally. No H-45-B Elevation 2,399 001

Geological work, 1906: a concrete block building at northeast corner of Main and North Freeman Streets. Front or south wall, 14 inches from southwest corner and 13 inches above sidewalk. Bolt set horizontally. No H-46 Elevation 2,395 700

Concrete bench-mark pier, 3 miles north of station 3 feet west of easterly limit of C P Ry right of way, 75 feet south of first pole south of mile post 82 from Red Deer and 470 feet south of road allowance along north boundary of sec 11-50-25. Bolt set vertically. No. H-46-A Elevation 2,389 709

See Kavanagh and Nisku

Lehmer: Concrete bench-mark pier $3\frac{1}{2}$ miles southwest of south switch and 30 feet south of mile post 200 from Carbondale, 1,280 feet south of a small cut, about midway between crossings of north boundary of sec 28-77-8 and east boundary of sec 38-77-8 and 47 feet west of track, bolt set vertically. No. V-55 Elevation 1,800-189

N A Ry Concrete bench-mark pier $\frac{1}{2}$ mile northeast of north switch and 10 feet west of second pole west of mile post 204 from Carbondale, 35 feet west of a long shallow cut on a curve and 52 feet north of track; bolt set vertically. No. V-56 Elevation 1,783-902

Concrete bench-mark pier $4\frac{1}{2}$ miles northeast of north switch and 93 feet east of mile post 208 from Carbondale, 70 feet west of the east end of a cut and of the beginning of a curve and 51 feet north of track, bolt set vertically. No. V-57 Elevation 1,839 642

This bench mark was not found during inspection of 1947

See Conklin and Chard

Leunhardt: Concrete bench-mark pier, $1\frac{1}{2}$ miles south of south switch and 75 feet south of eleventh pole north of mile post 264 from Carbondale, 575 feet southerly from north boundary of sec 28-85-7 and 50 feet west of track, bolt set vertically. No. V-72 Elevation 1,517-409

NARy Concrete bench mark pier $1\frac{1}{2}$ miles north of north switch and 80 feet south of mile post 266 from Carbondale about $\frac{1}{4}$ mile northerly from north boundary of sec. 9-87-7 and 48 feet west of track. Bolt set vertically. No. Y-73. Elevation 1,435.350.

Evidence of heaving present.

See Anzac and Lynton.

Lethbridge, C. P. Ry. station. Rear or south stone foundation wall 4 feet from southeast corner and in third course below brickwork. Bolt set horizontally. No. 196-C. Elevation 2,984.674.

National Aheran monument erected by National Parks Bureau, in Galt Gardens. Tablet at centre of rear or west face of concrete base 4 inches below top. No. 813-C. Elevation 2,980.470.

Foundational bench mark in Galt Gardens 23 feet west of inner edge of sidewalk on Seventh Street and 97 feet north of inner edge of sidewalk on Third Avenue. Tablet in top of pier. No. 814-C. Elevation 2,982.478. Subsurface tablet is 1 foot north of pier.

City of Lethbridge bench mark No. 15, in court house. In stone parapet at south side of steps at main entrance north, bracket attached to west face of first stone above concrete walk. Elevation 2,978.732.

Court house. East face of plaster at southeast corner of rear wall, bolt set horizontally at centre of granite plinth. No. 198-C. Elevation 2,978.280.

Southern water lined church on Fourth Avenue. East side wall in stone foundation 11 feet 6 inches from front corner and 18 inches below plinth. Bolt set horizontally. No. 199-C. Elevation 2,984.163.

C. P. Ry. steel truss viaduct over Oldman River west of station. West concrete abutment in 4th end of east face 19 inches above bridge seat. Bolt set horizontally. No. 82-D. Elevation 3,001.319.

Same viaduct as bench mark No. 82-D. East concrete abutment, south end of west pier 20 inches above bridge seat. Bolt set horizontally. No. 82-D. Elevation 2,980.618.

Double concrete culvert $3\frac{1}{2}$ miles east of station and at mileage 106.1 from Dunmore opposite Gibert east mile sign 8 inches east of west end of south face 8 inches below top. Bolt set horizontally. No. 195-C. Elevation 2,980.999.

Stock building. C. P. Ry. at exhibition grounds immediately west of railway, in north concrete foundation wall 12 feet from northeast corner. Bolt set horizontally. No. 200-C. Elevation 2,992.166.

This bench mark was not found during inspection of 1947.

See Wilson, Kipp, and Coaldale.

Lloydminster, C. N. Ry. Concrete pier 30 by 30 inches and standing 4 feet above ground reconstructed for astronomical observations 300 feet west of station and 100 feet south of track 378 feet west and 2,435.1 feet north of northeast corner of sec. 26-49-1 west of the fourth meridian. Top of pier, at southeast corner unmarked. No. B-3. Elevation 2,125.280.

See Kitchley.

Lone Star Iron pipe with brass cap at a wooden bridge $5\frac{1}{2}$ miles south of Lone Star post office 132 feet south of bridge and 37 feet east of centre line of road. No. 734-H. Elevation 2,100.580.

Iron pipe with brass cap at a slight summit on the road 2 miles south of Lone Star post office about 150 feet north of apparent high point of summit and crosses two dilapidated shacks on west side of road 20 feet west of centre line of road. No. 735-H. Elevation 2,133.365.

Iron pipe with brass cap directly in front of Lone Star post office about 500 feet south of junction of side road to Deadwood 30 feet east of centre line of road. No. 736-H. Elevation 1,979.284.

Subdivision Levels bench mark Boulder near northeast corner section 20-09-23 Subdivision Levels listed elevation 1,968.54 No 488. Geodetic elevation 1,967-235.

Iron pipe with brass cap at road allowance intersection, 1½ miles north of Lone Star post office 43 feet south and 96 feet east of northeast corner section 21-09-23 No 737-H Elevation 1,961.717

See Dixonville and North Star

Louanna; C.N.Ry. J. W. Smith's general store 600 feet east of the station, in centre of west face of large boulder which supports northwest corner of building bolt set horizontally No 58-F Elevation 2,996.361

See Alix and Elnora.

Loyalist; C.P.Ry. Concrete bench-mark pier, 1 mile east of station and 80 feet west of sixteenth pole east of mile post 93 from Kerrobert, 320 feet west of a culvert and 3 feet south of northerly limit of right of way at top of west bank of gully bolt set vertically No 2-34 Elevation 2,508.392

Concrete bench mark pier 3½ miles west of station and at mile edge 96.9 from Kerrobert, 75 feet west of fifth pole west of road allowance along east boundary of sec 11-25-6 and 3 feet south of northerly limit of right of way, bolt set vertically No 2-33 Elevation 2,567.703

See Consort and Veteran.

Lundbreck; Concrete arch culvert under C.P.Ry. 1½ miles east of station and at second pole west of mile post 71 from Lethbridge 2,000 feet east of a road crossing North face of culvert 16 inches from east end and 3 feet below top. Bolt set horizontally No 98-10 Elevation 3,870.080

C.P.Ry. steel truss bridge over Comstock River 2½ miles west of station and at mile post 75 from Lethbridge West face of east concrete abutment, 2 feet above bridge seat and almost in line with northerly truss Bolt set horizontally No 98-10 Elevation 3,820.786

See Cowley and Burma

Lytha; C.N.Ry. Steel truss bridge over C.P.Ry. irrigation canal 1½ miles east of station and at mileage 109.8 from Hanna in top of north concrete retaining wall at east end of bridge 13 inches from west end of wall and 19 inches from north edge bolt set vertically No 8-157 Elevation 3,131.737

Concrete bench-mark pier 2½ miles east of station and 22 feet east of thirteenth pole east of mile post 109 from Hanna 700 feet west of a trestle over a creek 2,325 feet westerly from road allowance along east boundary of sec 10-25-26 and 2 feet south of northerly limit of right of way tablet in top of pier No 8-156 Elevation 3,105.446

Concrete bench-mark pier 1½ miles southwest of station and 10 feet east of thirteenth pole west of mile post 112 from Hanna 120 feet east of a concrete pipe culvert 595 feet east of a private crossing 2,300 feet easterly from road allowance along east boundary of sec 1-25-27 and 2 feet south of northerly limit of right of way, tablet in top of pier No 8-158 Elevation 3,168-397

See Norfolk and Ardenode

Lymburn; Iron pipe with brass cap 1½ miles east of station 3 feet south of northerly limit of N.A.Ry. right of way 45 feet east of third pole east of mile post 96 from Ryerfort and 900 feet west of road allowance along east boundary of sec 22-73-12 No 407-H-2 Elevation 2,520.071

Iron pipe with brass cap near the centre of a long shallow cut 1½ miles northwest of station 3 feet southwest of northeast limit of N.A.Ry. right of way and between fourth and fifth poles northwest of mile post 96 from

Rycroft, $\frac{1}{2}$ mile southeast of road allowance along east boundary of sec. 30-73-12 and in line with a fence running east from the railway. No. 408-H. Elevation 2,593-185.

See Hythe and Desmuth.

Lynton: N A Ry Concrete bench-mark pier, $2\frac{1}{2}$ miles south of south switch and 24 feet north of third pole north of mile post 272 from Carbondale, 435 feet north of a bridge over a stream and 51 feet west of track, bolt set vertically No V-74 Elevation 1,309-490.

Concrete bench-mark pier, $1\frac{1}{4}$ miles northwest of north switch and 40 feet west of fourth pole west of mile post 276 from Carbondale or of thirteenth pole west of a galvanized iron pipe culvert, 50 feet west of west end of a curve and 49 feet north of track, bolt set vertically No V-75. Elevation 1,228-010.

See Lenarthur and Draper.

Mackay: C N Ry See Lesman, B.M. No. 76-H and Niton, B.M. No. 77-H

Macleod: Court-house Front or north stone foundation wall, 20 inches from northeast corner and in third course below water table. Bolt set horizontally No. 87 D. Elevation 3,106-321.

Fundamenta, bench mark in War Memorial plot, 68 feet east of inner edge of sidewalk on Second Avenue and in line with War Memorial monument and Fort Macleod monument. Tablet in top of pier No. 811-C. Elevation 3,107-434. Subsurface tablet is 1 foot north of pier.

Fort Macleod monument, erected by National Parks Bureau, in War Memorial plot. Tablet at centre of rear or east face of concrete base, 4 inches below top. No. 812-C. Elevation 3,106-807.

Public school on Twentieth Street, between Fourth and Fifth Avenues. Front or north stone foundation wall, 20 inches from northeast corner of west wing and in third course below water table. Bolt set horizontally. No. 88-D. Elevation 3,112-634.

See Mekastoe, Pearce, and Stowe.

Magnolia: C N Ry See Gainsford, B.M. No. 71-H

Majestic: C P Ry Concrete bench-mark pier, $\frac{1}{2}$ mile west of station and at mileage 39-9 from Empress, 270 feet easterly from road allowance along east boundary of sec. 36-21-7 and 6 feet south of northerly limit of right of way, bolt set vertically No. 355-D. Elevation 2,430-756.

See Atlee and Buffalo.

Makepeace: Concrete bench-mark pier, 3 miles northwest of station and at second pole south of mile post 18 from Bassano, 4 feet east of road allowance along east boundary of sec. 24-23-20 and 210 feet south of intersection of track with east limit of road allowance, bolt set vertically No. 302-D. Elevation 2,634-092.

C P Ry Alberta-Pacific Grain Company's elevator, in northwest concrete foundation wall of unloading room, 7 feet from westerly corner and 6 inches below meta. sheathing, bolt set horizontally No. 303-D. Elevation 2,849-773.

This bench mark was not found during inspection of 1947.

See Huxar and Granta.

Manik: Concrete bench-mark pier, $\frac{1}{2}$ mile east of station, 3 feet north of southerly limit of N A Ry right of way and at first pole west of mile post 341 from junction with C N Ry. 120 feet west of a corrugated iron pipe culvert and about 2,200 feet west of a road crossing. Tablet in top of pier. No. 373-H. Elevation 1,973-734.

Iron pipe with brass cap, $2\frac{1}{2}$ miles southwest of station, 37 feet northwest of N A Ry track and midway between sixth and seventh poles southwest of mile post 344 from junction with C N Ry 400 feet southwest of a road crossing No 374-H Elevation 1,943 088.

See Wanham and Frostville

Manning: Battle River Hospital in the village of Manning Tablet in south concrete foundation wall, 8 inches from southeast corner of building and 24 inches below stucco facing No 742-H Elevation 1,506 871

Iron pipe with brass cap at road allowance intersection, $1\frac{1}{2}$ miles north of village of Manning, 144 feet north and 66 feet east of northeast corner section 33-91 23 in fence line No 743-H Elevation 1,577 843.

See North Star and Notokewin.

Mannville: C N Ry Iron pipe filled with concrete, 2,000 feet east of station and at seventh pole west of mile post 14 from Vermilion, 990 feet east of east switch of passing track and 4 feet north of southerly limit of right of way, bolt set vertically No. L-31 Elevation 2,050 468.

Iron pipe filled with concrete $3\frac{1}{2}$ miles east of station and 50 feet north of fifth pole north of mile post 11 from Vermilion, 1,190 feet north of bridge at mileage 11 1 and 3 feet west of easterly limit of right of way, bolt set vertically No. L-32 Elevation 2,021 526

See Minburn and Claymore.

Margie: N A Ry Concrete bench mark pier 2 miles north of station and 20 feet north of sixth pole south of mile post 176 from Carbondale, 1,870 feet northerly from road allowance along north boundary of sec 33-74-9 and 50 feet east of track, bolt set vertically No. V 49 Elevation 2,186 071

Concrete bench-mark pier $1\frac{1}{2}$ miles south of south switch and 57 feet north of seventh pole south of mile post 172 from Carbondale, 2,140 feet northerly from road allowance along north boundary of sec 8-74-9 and 48 feet west of track, bolt set vertically No V 48 Elevation 2,170 901

Concrete bench-mark pier, $5\frac{1}{2}$ miles south of south switch and 40 feet north of sixth pole north of mile post 168 from Carbondale 420 feet southerly from north boundary of sec 30-73-9 and 37 feet east of track, bolt set vertically No. V 47 Elevation 2,149-629

See Behan and Drevnish.

Marlboro: C N Ry See Galloway B.M. No. 85-H

Massive: C P Ry See Sawback B.M. No 242-C and Mount Eisenhower B.M. No. 243-C.

Maseppa: C.P.Ry section house Front or north concrete foundation wall, 2 feet 6 inches from northwest corner and 4 inches below woodwork Bolt set horizontally No 61-D-2 Elevation 2,360 504

See Aldersyde and Blackie

McLennan: Iron pipe with brass cap, 3 miles northwest of station, 3 feet east of westerly limit of N A Ry right of way 5 feet south of fourteenth pole south of mile post 2 from Wainagan and 100 feet north of a farm crossing No 419-H Elevation 2,042 891

Iron pipe with brass cap, $2\frac{1}{2}$ miles south of station, 3 feet east of westerly limit of N A Ry right of way and at third pole south of mile post 260 from junction with C N Ry 355 feet south of a corrugated iron pipe culvert. No. 341-H Elevation 2,053 291

Public school, (S.D. No 3382), 1934 Tablet in front or west concrete foundation wall 14 feet 4 inches from northwest corner and 18 inches below stucco finish. No 342-H Elevation 2,066 809.

Roman Catholic school: Tablet in concrete foundation of east side wall, 11 feet from southeast corner and between first and second basement windows from front of school. No 342-H 2. Elevation 2,044.248.

Concrete bench-mark pier: $1\frac{1}{2}$ miles west of station, 5 feet south of northerly limit of N A Ry, right of way and at mileage 263.4 from junction with C N Ry, 200 feet east of Peace River subdivision junction switch. Tablet in top of pier. No 343-H. Elevation 2,041.198.

See Kathleen, Donnelly, and Roxana.

McMurray: N A Ry. See Draper, B M. No. V-78.

McNab: Concrete bench-mark pier 1 mile south of station, 4 feet east of westerly limit of C P Ry, right of way, 42 feet north of fifteenth pole south of mile post 17 from Stirling and 550 feet north of a bridge. North face of pier. Bolt set horizontally. No 208-C. Elevation 3,205.556.

See New Dayton and Warner.

Mearns: Concrete bench-mark pier $1\frac{1}{2}$ miles southeast of station, 3 feet northeast of southwest limit of N A Ry, right of way, 90 feet northwest of mile post 27 from junction with C N Ry, directly opposite Government telephone pole No. 1-1092 and 3,000 feet northwest of road allowance along east boundary of sec 22-56-26. Tablet in top of pier. No. U-8. Elevation 2,359.525.

See Morinville and Busby.

Medicine Hat: C P Ry. Fundamental bench mark in Central park. The pier is in a grass border of circular flower bed, 110 feet south of south limit of Ninth Street and 68 feet west of west limit of Third Avenue. Tablet in top of pier. No. 815-C. Elevation 2,304.836.

Post office in stone foundation of southwest or Sixth Avenue wall, 3 feet 8 inches northwest of steps to central entrance and third course below brickwork. Bolt set horizontally. No. 167-C. Elevation 2,185.744.

F M Avenue United Church, tablet in top of projecting portion of concrete foundation of Fourth Street wall, 7 feet northeast of vestry doorway, 21 inches northeast of a buttress and 1 foot from main wall of building. No. 815-C. Elevation 2,240.903.

Railway bridge over South Saskatchewan River northwest of station, in northwest face of southeast concrete abutment, 2 feet 8 inches from upstream end of abutment, bolt set horizontally at track level. No 188-C. Elevation 2,184.170.

Roman Catholic Church, in northeast wall of northeast transept, 14 inches northwest of buttress which is nearest to front of church and 6 inches below basement window sills. Bolt set horizontally in concrete. No 334-D. Elevation 2,178.868.

See Redcliff and Dunmore.

Medicine Lodge: Concrete foundation of demolished C N Ry water tank, 1,500 feet east of station and at second pole east of mile post 26 from Edson. In face which is parallel and nearest to track, 8 inches from west end of this face and 6 inches below top. Bolt set horizontally. No. 86-H. Elevation 2,390.303.

See Galloway and Obed.

Mohawkton: C P Ry bridge over Oldman River, $\frac{1}{4}$ mile southeast of station. Bolt set vertically in top of centre pier, 23 inches from upstream end and midway between north and south edges. No. CC-19. Elevation 2,112.498.

See Nolan and Macleod.

Hanahk; Concrete box culvert under C P Ry $\frac{1}{4}$ mile north of station and at mileage 40.7 from Red Deer 580 feet south of road allowance along north boundary of sec 35-43-25. Tablet in top of west headwall, 13 inches from north end. No H-39. Elevation 2,620.141.

Head of tablet and a portion of shank have been broken off, hence elevation is recoverable only approximately.

See Ponoka and Hobbema.

Mitchiki; C N Ry. Concrete bench-mark pier $1\frac{1}{2}$ miles northeast of station and 30 feet east of tenth pole east of mile post 29 from Hanna, 383 feet west of a trestle over a creek, 1,105 feet easterly from road allowance along east boundary of sec 19-30-18 and 2 feet south of northerly limit of right of way tablet in top of pier. No. 8-122. Elevation 2,782.310.

See Gartly and Delia.

Midnapore; C P Ry. steel truss bridge over Fish Creek, $\frac{1}{4}$ mile north of station. Southeast face. 1 east concrete wing wall at north end of bridge, 2 feet 4 inches from end of abutment and 2 feet 9 inches above bridge seat. Bolt set horizontally. No. 54 D. Elevation 3,413.008.

Flat mass of rock about 18 feet by 7 feet $1\frac{1}{2}$ miles south of station, 6 feet east of easterly limit of C P Ry. right of way and 600 feet south of mile post 10 from Twelfth Street east. West face of rock 9 feet from south end and 3 inches above ground. Bolt set horizontally. No. 55-D. Elevation 3,429.341.

See Turner and DeWinton.

Milk River; Abandoned highway bridge over Milk River, west of railway, in northeast face of east concrete wing-wall on north bank of river, bolt set horizontally 8 feet 6 inches below coping. No. 214-C. Elevation 3,409.685.

Concrete bench-mark pier 1 mile north of station, 5 feet east of westerly limit of right of way and 9 feet north of fourteenth pole south of mile post 33 from Stirling, where mile post is the fourth pole north of north mile sign. Bolt set horizontally in north side of pier. No. 212-C. Elevation 3,467.129.

Concrete bench-mark pier 6 miles south of station and 55 feet south of fifteenth pole south of mile post 40 from Stirling, 5 feet east of westerly limit of right of way, bolt set horizontally in north side of pier. No. 213-C. Elevation 3,425.928.

See Warner and Coutts.

Millet; Concrete bench-mark pier, $3\frac{1}{2}$ miles south of station 3 feet east of westerly limit of C P Ry. right of way and at mileage 83.3 from Red Deer, 100 feet north of road allowance along north boundary of sec 9-47-24. Bolt set vertically. No. 682-C. Elevation 2,488.162.

C P Ry. plate girder bridge over Pipestone Creek, 1 mile south of station and at mileage 45.7 from Red Deer. South concrete abutment, tablet in top of ballast wall, 2 feet east of east rail. No. H-44. Elevation 2,448.390.

Concrete bench-mark pier, $2\frac{1}{2}$ miles north of station, 3 feet west of easterly limit of C P Ry. right of way, 40 feet north of fourth pole north of mile post 69 from Red Deer and 100 feet northerly from road allowance along east boundary of sec 7-48-24. Bolt set vertically. No. 683-C. Elevation 2,479.663.

See Wetaskiwin and Kavanagh.

Millbrook; C P Ry. Concrete bench-mark pier, 18 feet west of east mile sign and at seventeenth pole west of mile post 85 from Empress, 220 feet west of a whistle post for eastbound trains and 6 feet south of northerly limit of right of way, bolt set vertically. No. 342 D. Elevation 2,383.247.

See Duchess and Patricia.

Minburn; C.N.Ry. Iron pipe filled with concrete, 1,650 feet northwest of station and 35 feet east of seventh pole west of mile post 23 from Vermilion, 630 feet west of west switch of passing track. 315 feet westerly from road allowance along east boundary of sec. 15-50-10 and 3 feet north of southerly limit of right of way, bolt set vertically. No. L-29. Elevation 2,090.235.

Iron pipe filled with concrete. $4\frac{1}{2}$ miles east of station and 30 feet west of eleventh pole east of mile post 19 from Vermilion, 530 feet easterly from road allowance along east boundary of sec. 20-50-9 and 3 feet north of southerly limit of right of way, bolt set vertically. No. L-30. Elevation 2,068.345.

See Innisfree and Mannville.

Mirror; C.N.Ry. Water tank, in east face of concrete foundation wall, 10 inches below woodwork and 2 feet to the right of the spout, bolt set horizontally. No. 63-F. Elevation 2,602.575.

See Bashaw and Auk.

Monarch; Concrete foundation of demolished building formerly occupied by Canadian Bank of Commerce, 500 feet south of C.P.Ry. and at east side of street to station. West face of foundation wall, 4 feet 2 inches from southwest corner and 10 inches below top. Bolt set horizontally. No. 84-D. Elevation 3,102.050.

C.P.Ry. steel trestle viaduct over Oldman River, 4 miles west of station. West face of south concrete retaining wall at east end of viaduct, 21 inches above bridge seat. Bolt set horizontally. No. 85-D. Elevation 3,074.873.

See Kipp and Pearce.

Monitor; C.P.Ry. Water tank, $\frac{1}{2}$ mile east of station, in north face of concrete foundation wall, 3 feet 5 inches to the right of the spout and 3 inches below woodwork, bolt set horizontally. No. Z-38. Elevation 2,208.768.

Concrete bench mark pier $4\frac{1}{2}$ miles west of station and at mileage 79.5 from Kerrobert, 10 feet east of third pole west of subway carrying road allowance along east boundary of sec. 8-35-5 and 3 feet north of southerly limit of right of way, bolt set vertically. No. Z-37. Elevation 2,298.062.

See Pemuxan and Consort.

Morinville; Concrete bench-mark pier, $2\frac{1}{2}$ miles northwest of station, 3 feet northeast of southwest limit of N.A.Ry. right of way, 17 feet southeast of tenth pole southeast of mile post 23 from junction with C.N.Ry. 1,300 feet northwest of road allowance along east boundary of sec. 6-56-25 and 75 feet northwest of a private crossing. Tablet in top of pier. N. U-7. Elevation 2,324.028.

See Carbondale and Mearns.

Morley; Concrete box culvert under C.P.Ry., 2 miles east of station and at mileage 39.7 from Calgary. East face of north headwall, 7 inches below top. Bolt set horizontally. No. 226-C. Elevation 4,062.867.

Concrete bench mark pier $1\frac{1}{2}$ miles west of station 5 feet south of northerly limit of C.P.Ry. right of way. 100 feet west of mile post 43 from Calgary and 135 feet west of station mile sign. North face of pier. Bolt set horizontally. No. 227-C. Elevation 4,076.455.

See Radnor and Seebe.

Morningside; C.P.Ry. Section house, in east concrete foundation wall, 1 foot from northeast corner and 1 foot below woodwork, bolt set horizontally. No. H-36. Elevation 2,811.856.

Concrete bench-mark pier, 4 miles southwest of station and 55 feet south of twenty-fourth pole north of mile post 23 from Red Deer, 295

feet south of Loehmvar north mile sign, 3,000 feet southerly from road allowance along north boundary of sec 9-41-26 and 3 feet west of easterly limit of right of way, bolt set vertically. No H-35A. Elevation 2,772.041.

See Lacombe and Ponoka.

Mount Eisenhower; C P Ry bridge over Johnston creek, $2\frac{1}{2}$ miles southeast of station and at mileage 96.3 from Calgary. South face of south concrete wing wall at northwest end of bridge, 19 inches from end face of ballast wall and 17 inches above bridge seat. Bolt set horizontally. No 243-C. Elevation 4,649.466.

Band-Windermere highway bridge over Bow River, 1 mile west of C P Ry station. North concrete abutment, east end of south face, 2 feet 2 inches below bridge seat. Bolt set horizontally. No 244-C. Elevation 4,687.297.

See Sawback and Eldon.

Mundare; C N Ry. Iron pipe filled with concrete, 1,880 feet east of station, 765 feet east of east switch of passing track and 4 feet south of northerly limit of right of way, bolt set vertically. No L-17. Elevation 2,259.299.

Iron pipe filled with concrete, $3\frac{1}{2}$ miles southeast of station and 70 feet west of section pole west of mile post 67 from Vermilion, 1,515 feet east of a private crossing and 4 feet north of southerly limit of right of way, bolt set vertically. No L-18. Elevation 2,212.904.

Iron pipe filled with concrete, 3 miles northwest of station and 27 feet west of first pole east of mile post 74 from Vermilion, 3 feet north of southerly limit of right of way, bolt set vertically. No L-16. Elevation 2,287.737.

See Hildard and Royal Park.

Munson; Concrete bench-mark pier, $2\frac{1}{2}$ miles northeast of station and 14 feet west of tenth pole east of mile post 39 from Hanna, 292 feet easterly from road allowance along east boundary of sec 23-30-20 and 2 feet south of northerly limit of right of way, tablet in top of pier. No S-125. Elevation 2,630.147.

Concrete bench-mark pier, $1\frac{1}{2}$ miles southwest of station and 66 feet east of tenth pole east of mile post 43 from Hanna, 463 feet west of a private crossing, $\frac{1}{2}$ mile easterly from east boundary of sec 9-30-20 and 2 feet south of northerly limit of right of way, tablet in top of pier. No S-128. Elevation 2,613.552.

See Drumbeller and Garity.

Munson Junction; C N Ry. See Munson, B M. No. S-125.

Nampa; Iron pipe with brass cap, $2\frac{1}{2}$ miles southeast of station, 3 feet northeast of southwest limit of N A Ry right of way, 80 feet northwest of mile post 28 from Winagama and 250 feet southeast of road allowance along east boundary of sec 17-81-20. No 428-H. Elevation 1,895.627.

N A Ry water tank about 2,000 feet southeast of station. Tablet in top of southerly concrete footing, i.e., the one which is nearest the track and farthest from station. No 429-H. Elevation 1,879.137.

Iron pipe with brass cap, $2\frac{1}{2}$ miles northwest of station, 3 feet northeast of southwest limit of N A Ry right of way, 44 feet northwest of fifteenth pole southeast of mile post 33 from Winagama, 170 feet southeast of a trestle and 745 feet northwest of road allowance along east boundary of sec 27-81-21. No 430-H. Elevation 1,883.414.

Iron pipe with brass cap, $4\frac{1}{2}$ miles northwest of station, 3 feet southwest of northeast limit of N A Ry right of way, 42 feet southeast of first pole

northwest of mile post 35 from Winagami and 200 feet northwest of road allowance along east boundary of sec 5-32-21 No 431-H Elevation 1,883 867

See Reno and Judah.

Nanton; C.P Ry plate girder bridge over Mosquito creek, 2 miles northwest of station and at mileage 53.9 from Twelfth Street east. South concrete abutment bolt set vertically in top of ballast wall, 9 inches from west end and 6 inches from south edge. No. CC-5 Elevation 3,355 860.

Red brick business block at westerly corner of Shaw Street and Railway Avenue. In stone foundation of northeast or Railway Avenue wall, 3 feet 3 inches southeast of doorway at rear and 1 foot below brickwork. Bolt set horizontally. No. CC-6 Elevation 3,368 960.

Concrete arch culvert under C.P Ry., 4 miles southeast of station, 3,000 feet north of Durward north switch and between fourth and fifth poles south of mile post 60 from Twelfth Street east. Bolt set vertically in top of west headwall, 7 inches from south end. No. CC-7 Elevation 3,348 876.

See Cayley and Parkland.

Navarre; Concrete bench mark pier 1 mile north of station, 3 feet east of westerly limit of C.P Ry. right of way, 42 feet south of fifteenth pole north of mile post 52 from Red Deer and 1,600 feet north of road allowance along north boundary of sec. 22-45-24. Bolt set vertically. No. H-41 Elevation 2,506 518.

See Hobbema and Wetaskiwin.

Nevia; C.P Ry. See Erskine, B.M. No. Z-9, and Alx, B.M. No. Z-7.

Newbrook; N.A Ry. Concrete bench-mark pier 1 mile south of station and 81 feet south of second pole north of mile post 52 from Carbondale, 2,500 feet north of crossing of Waskatenau creek and 3 feet west of easterly limit of right of way, tablet in top of pier. No. V-14 Elevation 2,199 109.

See Abee and Alpen.

New Dayton; Concrete bench-mark pier 2 miles northwest of station, 4 feet northeast of southwest limit of C.P Ry. right of way and 63 feet southeast of twelfth pole southeast of mile post 7 from Stirling. Northwest face of pier. Bolt set horizontally. No. 205-C. Elevation 3,187 459.

Building owned by Dr. O. M. Catey, formerly office of Canadian Bank of Commerce and now used as a residence, at northwest side of the main street about 400 feet southwest of C.P Ry. Northeast side wall, in concrete foundation, 2 feet 4 inches from front corner and 14 inches below woodwork. Bolt set horizontally. No. 206-C. Elevation 3,196 192.

Public school. Front or east concrete foundation wall 27 feet 3 inches from northeast corner 4 feet north of north wall of vestibule at entrance and 20 inches below stucco finish. Bolt set horizontally. No. 207-C. Elevation 3,210 399.

See Stirling and McNab.

New Fish Creek; Iron pipe with brass cap, 2 miles west of bridge over Little Smoky River, midway between telephone poles 3-2832 and 3-2833 which are the sixteenth and seventeenth poles respectively south of a curve to the right when traveling toward High Prairie 36 feet southeast of centre line of road and 12 feet southeast of line of poles. No. 614-H Elevation 1,939-180.

Iron pipe with brass cap 4½ miles southwest of junction of bridge over Little Smoky River and 5½ miles east of junction of side road to New Fish Creek post office, 9 feet east of telephone pole No. 3-2945 and 33 feet east of centre line of road. No. 615-H. Elevation 2,087.015.

Iron pipe with brass cap 2½ miles northeast of junction of side road to New Fish Creek post office, 6 feet southeast of telephone pole No. 4-84, 43 feet northeast of a box culvert, 30 feet southeast of centre line of road. No. 616-H. Elevation 2,044.911.

Iron pipe with brass cap 5 feet southeast of telephone pole No. 4-122 which is the seventh pole northeast of junction of road to New Fish Creek post office, 27 feet southeast of centre line of road. No. 617-H. Elevation 2,060.524.

Iron pipe with brass cap 2½ miles southwest of junction of road to New Fish Creek post office, 57 feet south of telephone pole No. 4-216 which is the north pole north of a wooden bridge, 33 feet east of centre line of road and 6 feet east of line of poles. No. 618-H. Elevation 2,077.692.

Iron pipe with brass cap 4½ miles southwest of junction of road to New Fish Creek post office, 45 feet northeast of telephone pole No. 4-301 or fourth pole southwest of an earth cut or two fifth pole southwest of a small timber bridge, 45 feet southeast of centre line of road and 11 feet southeast of line of poles. No. 619-H. Elevation 2,116.387.

Iron pipe with brass cap 2½ miles southwest of junction of road to New Fish Creek post office, midway between the second and third telephone poles southwest of a location limit and earth cut, such poles bearing numbers 4-384 and 4-385 respectively, 39 feet southeast of centre line of road and 6 feet southeast of line of poles. No. 620-H. Elevation 2,162.542.

See Triangle and Valleyview.

New Norway; C.N.Ry. Pioneer Grain Company's elevator, in south concrete foundation wall 2 feet 10 inches southwest corner and 4 inches below metal sheathing bolt set horizontally. No. 68-F. Elevation 2,456.967.

Farm, owned by E. M. Parklate, on northeast corner 35.44-21, about 2½ miles south of station and 300 yards east of railway, tablet in north concrete foundation wall 16 inches from northwest corner and 5 inches below wooden plank. No. 67-F-2. Elevation 2,496.879.

See Duhamel and Ferintosh.

Nightingale; C.P.Ry. Alberta Pacific Grain Company's elevator, in northwest concrete foundation wall 2 feet 10 inches northeast of driveway at southwest side of elevator and 6 inches below metal sheathing bolt set horizontally. No. 293-D. Elevation 2,949.850.

See Gayford and Tudor.

Nisus; C.P.Ry. Plate girder bridge over Blackmud creek, 3 miles north of station and at mileage 87.2 from Red Deer, tablet in bridge seat of south concrete abutment 6 inches from east edge and 8 inches from north edge. No. H-47. Elevation 2,208.958.

See Leduc and Ellerslie.

Nitons; Concrete bench mark pier, 2 miles east of station, 80 feet north of C.N.Ry. track, 4 feet east of tenth pole east of mile post 98 from Edmonton and 1,000 feet west of a wooden box culvert, North face of pier. Bolt set horizontally. No. 77-H. Elevation 2,701.493.

See Leaman and Carrot Creek.

Nobelsford; Concrete bench-mark pier, 1½ miles north of station, 7 feet east of westerly limit of C.P.Ry. right of way and between 8½th and sixth poles

south of mile post 14 from Coalhurst, 180 feet north of a private crossing and about 1700 feet north of road allowance along north boundary of sec. 10-11-23 North face of pier Bolt set horizontally No 78-D Elevation 3,203 145

C P Ry. section house, 600 feet north of station. Front or east concrete foundation wall 11 feet from northeast corner and 7 inches below woodwork Bolt set horizontally No 79-D Elevation 3,221 361

See Barons and Kipp

Nelson: C P Ry. plate girder bridge over Willow creek, 1½ miles north of station and at mileage 98.1 from Twelfth Street east. North concrete abutment, bolt set vertically in bridge seat, 10 inches from east edge and 19 inches from south edge No CC-17 Elevation 3,162 186

Concrete box culvert under C P Ry., 50 feet south of south switch and at sixth pole north of mile post 100 from Twelfth Street east, 860 feet north of road allowance along north boundary of sec. 19-9-26. Bolt set vertically in top of east headwall, 10 inches from south end No CC 18 Elevation 3,182 244

See Woodhouse and McKastoe

Norall: N A Ry. Concrete bench-mark pier, 2 miles northeast of station and 17 feet west of first pole east of mile post 95 from Carbondale about 600 feet west of a curve and 39 feet north of track, tablet in top of pier No. V-25 Elevation 1,979 807

Concrete bench-mark pier, 1 mile west of station and 62 feet west of fifth pole east of mile post 92 from Carbondale, at the east end of a fill about 900 feet in length and 39 feet north of track, tablet in top of pier No. V-25 Elevation 1,994 795

See Caslan and Hyle

Norfolk: C N Ry. Concrete box culvert, ¼ mile northeast of east switch and at mileage 117.7 from Hanna in centre of top of coping on north end of culvert, bolt set vertically No. S-163 Elevation 3,313 944

Plate girder bridge over C P Ry. irrigation canal ¼ mile northeast of east switch and at mileage 117.4 from Hanna, bolt set vertically in centre of top of north concrete retaining wall at east end of bridge, 14 inches from east end of wall No. S-162 Elevation 3,312 990

Concrete bench-mark pier 2 miles northeast of east switch and 8 feet east of seventh pole west of mile post 116 from Hanna, 2 feet south of northerly limit of right of way, bolt set vertically No. S-160 Elevation 3,265 114

This bench mark was not found during the inspection of 1947

Concrete box culvert, 1½ miles southwest of west switch and at mileage 119.7 from Hanna, bolt set vertically in top of coping on north end of culvert 1 foot from east end of same No. S-165 Elevation 3,335 991

Concrete bench-mark pier 1½ miles southwest of west switch and 18 feet east of north pole west of mile post 120 from Hanna, 630 feet easterly from road allowance along east boundary of sec. 7-24-27 and 2 feet north of southerly limit of right of way, tablet in top of pier No. S-166 Elevation 3,337 522

See Chestermere Lake and Lysalta

North Edmonton: C N Ry. Home semaphore beside main line track, ¼ mile east of station and 550 feet east of diamond crossing of Viking and Vegreville subdivisions of C N Ry. tablet in top of concrete footing, at southwest corner of same No. 57-H-2 Elevation 3,157-442

See Clover Bar and Edmonton

North Star; Iron pipe with brass cap at road allowance intersection, 4 miles south of village of North Star, under rail fence, 93 feet north and 66 feet east of northeast corner section 8-90-23 No. 738-H Elevation 1,596 710

Iron pipe with brass cap at road allowance intersection, 2 miles south of village of North Star, 115 feet north and 66 feet east of northeast corner section 20-90-23 No. 739-H Elevation 1,624 955.

House owned by Jas. Robson, opposite Provincial Treasury Office in the village of North Star Tablet in east or side concrete foundation wall, 9 feet from southeast corner of building No. 740-H Elevation 1,599 071

Iron pipe with brass cap at road allowance intersection $2\frac{1}{2}$ miles north of village of North Star in corner of field owned by B. A. McCracken, 66 feet east of northeast corner section 9-91-23 No. 741-H Elevation 1,591-939.

See Lone Star and Manning.

Notekiwini; Presbytery of Roman Catholic Church at Notekiwini Tablet in south concrete foundation wall 3 feet from southwest corner of building and 6 inches below woodwork No. 744-H Elevation 1,588 692.

Iron pipe with brass cap at road allowance intersection, $1\frac{1}{2}$ miles north of village of Notekiwini, in angle of fences, 66 feet north of northeast corner section 21-92-23 No. 745-H Elevation 1,604 694

24th Base Line bench mark Top of corner post at northeast corner section 33-92-23 No. 238A Base line listed elevation 1,614-84. Geodetic elevation 1,613 005.

Farmhouse owned by Anthony Boos on northwest quarter section 35-92-23 and about 5 miles north of village of Notekiwini Tablet in north concrete foundation wall midway between two windows and 12 inches below woodwork No. 746-H Elevation 1,582 312

24th Base Line bench mark Top of corner post at northeast corner section 35-92-23 No. 225 Base line listed elevation 1,552-08. Geodetic elevation 1,550-406

See Manning and Hotchkiss.

Obed; Concrete bench-mark pier $1\frac{1}{2}$ miles east of station, 60 feet south of C.N. Ry track and 56 feet west of mile post 34 from Edson, on top of a gently sloping bank about 300 feet east of a curve North face of pier Bolt set horizontally No. 87-H Elevation 3,558 481

See Medicine Lodge and Penley

Okotake; Plate girder bridge on C.P. Ry, $1\frac{1}{2}$ miles northwest of station and at mileage 24.5 from Twelfth Street east West concrete abutment, south end of east face 2 feet above bridge seat Bolt set horizontally No. 59-D Elevation 3,485 695

C.P. Ry bridge over Sheep River, 1 mile southeast of station and at mileage 27.3 from Twelfth Street east Southwest face of west concrete wing wall at north end of bridge, directly in line with westerly truss and 2 feet 8 inches above bridge seat Bolt set horizontally No. 60-D Elevation 3,429 382

See Sandstone and Aldersyde.

Olds; C.P. Ry Post office sandstone facing of front wall, 16 feet 4 inches south of main entrance and 9 inches above sidewalk, bolt set horizontally in projection, facing south No. H-20 Elevation 3,412-388.

See Didsbury and Bowden.

Oliver: C N Ry Iron pipe filled with concrete, 2,070 feet southwest of station and 42 feet west of fourth pole west of mile post 122 from Vermilion, 815 feet west of west switch of passing-track and 3 feet south of northerly limit of right of way bolt set vertically No L-2 Elevation 2,139 656.

See Edmonton and Fort Saskatchewan.

Opali: N A Ry Water tank 3 miles northeast of station and at mileage 26 5 from Carbondale, in southeast face of concrete foundation, 4 feet 4 inches from corner nearest track and 10 inches below woodwork, bolt set horizontally No V-7 Elevation 2,001 560.

Elevation is only approximate as bolt is loose.

See Federah and Egremont.

Overlea: Concrete bench-mark pier $1\frac{1}{2}$ miles east of east switch, 45 feet north of N A Ry track, 55 feet east of ninth pole east of mile post 149 from junction with C N Ry and 45 feet west of Government telephone pole No 2-2276 Bolt set vertically No U-42 Elevation 1,951 773.

Concrete bench-mark pier 1 mile west of west switch 48 feet north of N A Ry track 65 feet west of ninth pole east of mile post 152 from junction with C N Ry and 50 feet east of Government telephone pole No 2-2379 Bolt set vertically No U 43 Elevation 1,940-609.

See Saulteaux and Slave Lake.

Owlseye: Concrete bench-mark pier, $\frac{1}{2}$ mile northwest of station, 3 feet southwest of northeast limit of C N Ry right of way 60 feet southeast of third pole northwest of mile post 112 from St. Paul Junction and 1 730 feet southeast of road allowance along north boundary of sec 4-59-10 Bolt set vertically No DD-24 Elevation 2,165 020.

Concrete bench mark pier $\frac{3}{4}$ mile southeast of station, 3 feet southwest of northeast limit of C N Ry right of way 16 feet southeast of second pole southeast of mile post 116 from St. Paul Junction and 1,270 feet southeast of road allowance along north boundary of sec 23-58-10 Bolt set vertically No DD-25 Elevation 2,182 670.

See Abilene and St. Paul.

Oyam: C N Ry Alberta hotel at southeast corner of the main street and first street south of railway in north concrete foundation wall, 2 feet from northeast corner of main building and 3 inches below woodwork, bolt set horizontally No S-86 Elevation 2 519 482.

Concrete bench-mark pier $1\frac{1}{2}$ miles east of station and 18 feet east of eighteenth pole east of mile post 66 from Kindersley, 53 feet east of east mile sign 1 570 feet westerly from road allowance along east boundary of sec 35-27-4 and 2 feet south of northerly limit of right of way, tablet in top of pier No S-85 Elevation 2,485 690.

Concrete bench mark pier $2\frac{1}{2}$ miles northwest of station and 7 feet east of twelfth pole west of mile post 69 from Kindersley, 517 feet easterly from road allowance along east boundary of sec 8-28-4 and 2 feet south of northerly limit of right of way, tablet in top of pier No S-87 Elevation 2 556 748.

See Excel and Benton.

Parkland: Concrete arch culvert under C P Ry 24 miles northwest of station and at fifth pole west of mile post 62 from Twelfth Street east 240 feet south of road allowance along north boundary of sec 19-15-27 Bolt set vertically in top of east headwall 7 inches from south end No CC-8 Elevation 3,402-220.

Concrete box culvert under C P Ry $2\frac{1}{2}$ miles south of station and at mile post 57 from Twelfth Street east. Bolt set vertically in top of east headwall 6 inches from south end. No CC-9. Elevation 2,432.581.

See Nanton and Stavely.

Parkley: C P Ry. Double concrete culvert, 1 mile east of station and at mileage 131.6 from Swift Current. In south face of culvert, 8 inches below top immediately above west wing-wall, bolt set horizontally. No 163-C. Elevation 2,425.721.

See Irvine and Dunmore.

Patricia: C P Ry. Alberta Pacific Grain Company's elevator in east concrete foundation wall, 9 feet 6 inches from northeast corner and 3 inches below metal sheathing bolt set horizontally. No 343-D. Elevation 2,403.775.

See Millicent and Dentart.

Peace River: N A Ry. Iron pipe with brass cap, $3\frac{1}{2}$ miles south of station, 47 feet east of N A Ry. track and at fourth pole north of mile post 45 from Wainagan. No 435-H. Elevation 1,480.943.

Bridge over Harmon River $\frac{1}{2}$ mile southeast of station. Tablet in top of west concrete retaining wall at north end of bridge, 18 inches from south end of wall and 18 inches from west edge. No 436-H. Elevation 1,175.185.

High school. Tablet in south concrete foundation wall, beneath fourth window from southeast corner and 8 inches below window-work. No 437-H. Elevation 1,098.629.

Post office. Tablet in stone foundation of north side wall, 6 inches above platform at letter drop. No 437-H-2. Elevation 1,062.275.

Iron pipe with brass cap, on property of United Church, at west limit of First Street north, 63 feet north of north limit of Broadway. No T-22. Elevation 1,066.689.

Combined railway and highway bridge over Peace River. Tablet in top of north concrete retaining wall at east end of bridge 7 inches from west end of wall and 7 inches from north edge. No 438-H. Elevation 1,097.163.

Same bridge as bench mark No. 438-H. Tablet in south face of west concrete abutment, 3 feet from east face and 1 foot below top. No 439-H. Elevation 1,096.485.

Sandstone cliff near road to Shaftesbury Settlement, about $1\frac{1}{2}$ miles southwest of Peace River bridge, on side road past Unger's house. Bolt set horizontally in face of cliff about 100 feet from house and 2 feet above ground. No T-23. Elevation 1,039.734.

Iron pipe with brass cap $2\frac{1}{2}$ miles (by railway line) west of station, 32 feet east (i.e. toward river bank) from N A Ry. track and at mileage 51.2 from Wainagan (48 feet north of eighth pole south of mile post 51), 200 feet south (toward Hines Creek) from a corrugated iron pipe culvert. No 440-H. Elevation 1,295.174.

See Judah and Roma.

Peace: Concrete bench mark pier $3\frac{1}{2}$ miles southwest of station, 8 feet southwest of northwest limit of C P Ry. right of way, 20 feet southwest of second pole southwest of mile post 26 from Lethbridge and 400 feet northeast of road allowance along north boundary of section 27-9-25. Northwest face of pier. Bolt set horizontally. No 86-D. Elevation 3,091.518.

See Monarch and Macleod.

Pedley: C N Ry. Concrete bench-mark pier, $\frac{1}{2}$ mile southwest of station, 38 feet northwest of southeast limit of right of way, 635 feet southwest of mile

post 48 from Edson and about 100 yards southwest of the edge of a deep ravine. Northwest face of pier Bolt set horizontally No. 90-H. Elevation 3,467-151.

See Obed and Hinton.

Pears; C N Ry See Carrot creek, B.M. No. 78-H

Peigan; C P Ry Large concrete box culvert, 1 mile northeast of station and at mileage 40 4 from Lethbridge East face of west abutment wall, 22 inches south of headwall and 2 feet 8 inches below top of water passage Bolt set horizontally No. 90-D Elevation 3,290-591

Double concrete box culvert, 100 feet southwest of southwest switch and at mileage 41-7 from Lethbridge. Southwest face of coping of northwest headwall, 8 inches below top Bolt set horizontally No. 91-D Elevation 3,319 943.

See Stowe and Brocket.

Pemakan; C P Ry Concrete bench-mark pier, $1\frac{1}{2}$ miles south of station and 35 feet north of eleventh pole north of mile post 66 from Kerrobert, 18 feet south of a whistle post, 1,050 feet south of a private crossing and 3 feet west of easterly limit of right of way, bolt set vertically No. Z-40 Elevation 2,258 336

Concrete bench-mark pier, $2\frac{1}{2}$ miles northwest of station and at mileage 70 4 from Kerrobert, 3 feet north of southerly limit of right of way and 21 feet easterly from road allowance along north boundary of sec. 11-36-4, this being the second crossing of this road northwest of station bolt set vertically No. Z-39 Elevation 2,185-812

See Kirriemuir and Monitor

Penhold, C P Ry Broken southwest corner of concrete foundation of demolished section house, about 500 feet north of station and underneath driveway at north side of Alberta Pool elevator West face of piece of foundation, 2 feet 10 inches from southwest corner, 7 inches below top and 11 feet 6 inches north of north wall of elevator Bolt set horizontally No. H-26 Elevation 2,954 156

Plate girder bridge over Waskasu creek, $4\frac{1}{2}$ miles north of station and at mileage 88 1 from Twelfth Street east. Tablet in bridge seat of north concrete abutment, 5 inches from west edge and 6 inches from south edge. No. H-27 Elevation 2,923 910.

See Innisfail and Red Deer

Phillips; C N Ry Demolished water tank, in southwest face of concrete foundation wall, 6 inches from northwest end and 3 inches below top, bolt set horizontally No. 42-H Elevation 2,297-240.

See Kinsella and Viking

Philomene; N A Ry Concrete bench-mark pier, $1\frac{1}{2}$ miles northeast of section house and 7 feet north of second pole south of mile post 152 from Carbondale, 5 feet north of north mile sign, 1,420 feet south of a bridge and 47 feet west of track, bolt set vertically No. V-42 Elevation 2,031-754

Concrete bench-mark pier, $5\frac{1}{2}$ miles northeast of section house and 21 feet south of mile post 156 from Carbondale, on top of a ridge which crosses the track at an acute angle, 44 feet west of track, bolt set vertically No. V-43 Elevation 2,128 808.

Concrete bench-mark pier, $2\frac{1}{2}$ miles southwest of section house and 25 feet north of mile post 148 from Carbondale, at the south end of a long tangent and 45 feet east of track, bolt set vertically No. V-41 Elevation 1,973 991

Concrete bench-mark pier, 5 miles southwest of section house and 42 feet south of sixth pole south of mile post 146 from Carbondale, directly behind a small borrow pit and 48 feet west of track, tablet in top of pier No. V-40. Elevation 1,931.748.

See Pitlochrie and Behan.

Pibroch; N A Ry. Concrete bench-mark pier, $1\frac{1}{4}$ miles south of station, 3 feet west of easterly limit of right of way 40 feet north of mile post 68 from junction with C N Ry. 42 feet north of a private crossing and $\frac{1}{4}$ mile south of road all-avance along north boundary of sec. 32-60-26. Tablet in top of pier. No. U-16. Elevation 2,061.707.

Concrete bench-mark pier $2\frac{1}{4}$ miles north of station, 3 feet west of easterly limit of right of way 87 feet north of first pole north of mile post 62 from junction with C N Ry. 70 feet north of Government telephone pole No. 1-2289 and 1,600 feet south of north boundary of sec. 19-61-28. Tablet in top of pier. No. U-17. Elevation 2,037.843.

See Westlock and Jarvie.

Pickardville; N A Ry. Concrete bench-mark pier $2\frac{1}{4}$ miles north of station 3 feet west of easterly limit of right of way, 90 feet north of fourth pole north of mile post 48 from junction with C N Ry., 3 feet north of Government telephone pole No. 1-1746 and 530 feet north of a private crossing. Tablet in top of pier. No. U-13. Elevation 2,231.901.

See Busby and Westlock.

Pitcher; C P Ry. Section house immediately east of station. East end wall, in stone foundation, 20 inches from northeast corner and 11 inches below sheathing. Bolt set horizontally. No. 94-D. Elevation 3,766.301.

See Brocket and Cowley.

Pinglet; N A Ry. Concrete bench-mark pier $1\frac{1}{4}$ miles north of north switch and 33 feet south of eighth pole north of mile post 220 from Carbondale, 400 feet southerly from south boundary of sec. 17-80-6 and 53 feet east of track, bolt set vertically. No. V-60. Elevation 1,756.452.

Demolished water tank, 3 miles north of north switch and on south bank of Kettle River in southerly concrete footing of the two which are parallel and nearest to track, bolt set vertically near northwest corner. No. V-61. Elevation 1,637.357.

When inspected in 1947 it was found that part of the footing had been broken away and the bolt had disappeared, the elevation is, however, recoverable approximately.

Concrete bench-mark pier, $6\frac{1}{4}$ miles north of north switch and 30 feet south of mile post 225 from Carbondale 1,650 feet northerly from north boundary of sec. 5-81-6 and 57 feet west of track, bolt set vertically. No. V-62. Elevation 1,872.373.

See Chard and Quigley.

Pitlochrie; N A Ry. Concrete bench-mark pier, $2\frac{1}{4}$ miles north of north switch and 6 feet north of tenth pole south of mile post 142 from Carbondale, 2,140 feet northerly from road all-avance along north boundary of sec. 12-70-12 and 45 feet west of track, tablet in top of pier. No. V-39. Elevation 1,977.698.

See Tweedie and Phalomena.

Poe; C N Ry. See Holden, B.M. No. 46-H and Ryley, B.M. No. 47-H.

Ponoka; C P Ry. Small plate girder bridge, 2 miles south of station and at mileage 32.8 from Red Deer. Tablet in top of bal. ast. wall on north concrete abutment, 4 inches from east end. No. H-37. Elevation 2,649.003.

Canadian Bank of Commerce Front or east stone foundation wall, 9 inches from southeast corner 3 feet 7 inches below brickwork and 5 inches above sidewalk Bolt set horizontally No H-38 Elevation 2,649 703

Canadian Bank of Commerce Front or east stone foundation wall, 15 inches south of entrance and $2\frac{1}{2}$ inches above sidewalk Bolt set horizontally No. H-38-A Elevation 2,649 630

Brick business block occupied by Jack's Mens Wear, at west side of Railway street immediately south of C.P.Ry. station East concrete foundation wall 3 feet 6 inches south of entrance and 2 feet 7 inches below brickwork Bolt set horizontally No H-38-B Elevation 2,649 220

Concrete bench-mark pier $\frac{3}{4}$ miles north of station, 3 feet east of westerly limit of C.P.Ry. right of way and 30 feet north of fourth pole north of mile post 38 from Red Deer Bolt set vertically No H-38-C Elevation 2,642 981

See Morningside and Menark

Prentville; N A Ry Iron pipe with brass cap, near the west end of a shallow cut, $\frac{1}{4}$ mile west of station, 3 feet north of southerly limit of right of way and at eighth pole west of mile post 348 from junction with C.N.Ry., about 150 feet east of a private crossing and of a whistle post for westbound trains No. 375-H Elevation 1,974-291

See Manir and Rycroft

Princess; C.P.Ry See Denhart B.M. No 345-D

Purple Springs; C.P.Ry Concrete bench-mark pier, 1 mile east of station and 87 feet east of mile post 64 from Dunmore 330 feet easterly from road allowance along east boundary of sec 18-10-14 and 4 feet north of southerly limit of right of way bolt set horizontally in north side of pier No. 184-C Elevation 2,619 039

See Grassy Lake and Taber

Quigley; N A Ry Concrete bench-mark pier, 3 miles northeast of north switch and 35 feet south of sixth pole south of mile post 236 from Carbondale, 2,000 feet north of a bridge over a creek about midway between north and south boundaries of sec 34-82-6 and 47 feet east of track bolt set vertically No. V-65 Elevation 1,610 524

Concrete bench-mark pier 4 $\frac{1}{2}$ miles south of south switch and 6 feet north of third pole north of mile post 228 from Carbondale, 1,520 feet northerly from road allowance along north boundary of sec 19-81-6 and 47 feet east of track, bolt set vertically No V-63 Elevation 1,557 894

Concrete bench mark pier, $\frac{1}{2}$ mile south of south switch and 40 feet south of sixth pole south of mile post 232 from Carbondale, 635 feet southerly from road allowance along north boundary of sec 9-82-6 and 48 feet east of track, bolt set vertically No V-64 Elevation 1,690 822

See Pingle and Warner

Radnor; C.P.Ry Concrete bench-mark pier, $1\frac{1}{4}$ miles east of station, 7 feet south of northerly limit of right of way and between tenth and eleventh poles west of mile post 32 from Calgary North face of pier Bolt set horizontaly No 225-C Elevation 3,858 033

See Cochrane and Morley

Radway; C.N.Ry Concrete bench-mark pier, 1 mile west of station, 3 feet south of northerly limit of right of way, 45 feet west of second pole east of mile post 42 from St. Paul Junction and 1,716 feet east of road allowance along east boundary of sec 25-58-21 Bolt set vertically No DD-3 Elevation 2,080-116

See Kerensky and Waskatoneau

Ranfurly; C N Ry Iron pipe filled with concrete $\frac{1}{4}$ miles east of station and 85 feet west of mile post 38 from Vermilion. 60 feet east of the east end of a tangent, about 40 feet west of east end of a shallow cut 18 feet west of a private road crossing and 3 feet south of northerly limit of right of way, bolt set vertically. No L-28. Elevation 2 191 421.

Iron pipe filled with concrete, 1,485 feet northwest of west switch of passing track, 185 feet east of a road crossing and 3 feet north of southerly limit of right of way bolt set vertically. No L-25. Elevation 2,163 076.

See Laroy and Innisfree.

Redcliff; C P Ry Station in southwest concrete foundation wall, 3 feet northwest of porch at rear entrance and 7 inches below woodwork, bolt set horizontally. No 331-D. Elevation 2,442 928.

Municipal water tank in most northerly concrete footing, 6 inches from north edge bolt set vertically. No 332-D. Elevation 2,492 448.

Concrete bench-mark pier, $2\frac{1}{2}$ miles southeast of station and at mileage 3.2 from Medicine Hat 12 feet westerly from road allowance along east boundary of sec 3-13-6 and 4 feet south of northerly limit of right of way, bolt set vertically. No. 333-D. Elevation 2,340 652.

See Howell and Medicine Hat.

Red Deer; C P Ry Post office. West side wall, in stone foundation, 14 inches from front corner and 20 inches below brickwork. Bolt set horizontally. No. H 28. Elevation 2,819-317.

Fundamental bench mark in front of city hall, 20 feet south of south curb of Ross Street and 228 feet west of west curb of Second Avenue east. Tablet in top of pier. No. 809-C. Elevation 2,817 452. Sub-surface tablet in 1 foot north of pier.

Bridge over Red Deer River, $\frac{1}{2}$ mile north of station. Tablet in top of most southerly concrete pier, 10 inches from pointed downstream end. No. H 29. Elevation 2,805 099.

See Penhold and Blackfalds.

Redland; C N Ry Concrete bench-mark pier, $3\frac{1}{4}$ miles southwest of station and at eighteenth pole west of mile post 81 from Hanna, 45 feet west of a trestle over Serviceberry creek, 330 feet east of a private crossing and 2 feet north of southerly limit of right of way, bolt set vertically. No. 8-142. Elevation 2,870 817.

See Rockyford and Rosebud.

Remo; N A Ry Iron pipe with brass cap, about 7 miles southeast of station, on east boundary of sec 26-80-19 525 feet north of $\frac{1}{4}$ sec corner and 30 feet south of southerly limit of a road. No T-15. Elevation 2,018 944.

Iron pipe with brass cap, $2\frac{1}{2}$ miles southeast of station 3 feet southwest of northeast limit right of way and at second pole southeast of mile post 22 from Wainagan, near the centre of a cut. No 426-H. Elevation 2,001 456.

Concrete bench-mark pier, $\frac{1}{4}$ mile northwest of station 3 feet southwest of northeast limit of right of way and at fifth pole southeast of mile post 25 from Wainagan. 457 feet southeast of a corrugated iron pipe culvert. Tablet in top of pier. No. 427-H. Elevation 1,950 007.

See Springburn and Nampa.

Ribstone; C N Ry Concrete bench-mark pier, $1\frac{1}{2}$ miles west of station and 27 feet west of eighth pole west of mile post 113 from Hagar, 2,940 feet west of bridge over Ribstone creek and 7 feet south of northerly limit of right of way bolt set horizontally in north side of pier. No 31-H. Elevation 2,042-217.

See Chauvin and Dunn.

Richdale: C N Ry Concrete bench-mark pier, 2 miles northwest of station and 13 feet east of tenth pole east of mile post 123 from Kindersley, 132 feet west of a private crossing 2 440 feet westerly from road allowance along east boundary of sec 4-31-12 and 2 feet south of northerly limit of right of way, tablet in top of pier No S-105. Elevation 2,548.504.

See Alness and Stanmore.

River Bend: C N Ry See Oliver, B M No L-2.

Robertson: C P Ry bridge over northerly channel of Bow River, 1 mile east of station and at mileage 7.8 from Calgary. Rear or northwest face of northwest stone abutment, in line with southwest truss and in first course below bridge seat. Bolt set horizontally No 219-C. Elevation 3,515.125.

See Calgary and Bearspaw.

Rockyford: C N Ry Concrete bench-mark pier, 1½ miles northeast of station and 16 feet east of tenth pole east of mile post 85 from Hanna, 545 feet easterly from road allowance along east boundary of sec 27-26-23 and 2 feet south of northerly limit of right of way, tablet in top of pier No S-143. Elevation 2,746.970.

Concrete box culvert, 1 mile southwest of station and at mile post 88 from Hanna, bolt set vertically in top of coping on north end of culvert, 7 inches from east end of same No S-146. Elevation 2,775.395.

Concrete bench-mark pier 2½ miles southwest of station and 17 feet east of fourteenth pole west of mile post 89 from Hanna, 132 feet westerly from road allowance along north boundary of sec 8-26-23 and 2 feet south of northerly limit of right of way, tablet in top of pier No S-147. Elevation 2,785.887.

See Bantree and Redland.

Roma: N A Ry Iron pipe with brass cap, 3½ miles northeast of station, 3 feet east of westerly limit of right of way, i.e., at left hand side of track when proceeding from station, 4 feet north of first pole north (toward Peace River) from mile post 54 from Winagami and 10 feet south of a road crossing No 441-H. Elevation 1,573.380.

Iron pipe with brass cap, 1½ miles east of station, 3 feet north of southerly limit of right of way 40 feet west of fifteenth pole east of mile post 57 from Winagami and 435 feet east of road allowance along east boundary of sec 16-83-22 No 442-H. Elevation 1,740.205.

Iron pipe with brass cap, 1½ miles northwest of station 3 feet south of northerly limit of right of way 30 feet east of first pole east of mile post 59 from Winagami and 50 feet east of road allowance along east boundary of sec 30-83-22 No 443-H. Elevation 1,854.551.

See Peace River and Grimshaw.

Rosebud: C N Ry Concrete bench-mark pier, 1½ miles northeast of station, 600 feet west of trestle bridge at mileage 74.6 from Hanna, 7 feet east of twenty-fifth pole west of mile post 74 2 feet south of northerly limit of right of way, bolt set vertically No S-139. Elevation 2,561.315.

Rosebud hotel 4 feet, northwest of station in concrete foundation of southwest side wall 1 foot from southerly corner and 2 feet 1 inch below woodwork, bolt set horizontally No S-140. Elevation 2,509.617.

Concrete bench-mark pier, 1½ miles west of station and 29 feet west of seventeenth pole east of mile post 78 from Hanna, 200 feet east of the centre of a cut, 75 feet west of a private crossing and 2 feet south of northerly limit of right of way, bolt set vertically No S-141. Elevation 2,605.308.

See Redland and Beynon.

Rosedale; C N Ry Concrete bench-mark pier, 2 miles southwest of station and 30 feet east of tenth pole east of mile post 59 from Hanna, 735 feet east of plate girder bridge over Rosebud River 170 feet east of a private crossing and 2 feet south of northerly limit of right of way, tablet in top of pier No. S-135. Elevation 2,200.725.

Concrete bench-mark pier 2 miles northwest of station and 20 feet north of fourth pole north of mile post 55 from Hanna, 244 feet south of a concrete arch culvert and 2 feet east of westerly limit of right of way, tablet in top of pier No. S-134. Elevation 2,247.686.

See Wayne and Drumheller.

Rosemary; C P Ry Water tank, in concrete foundation wall 13 inches below woodwork and directly beneath the spout, bolt set horizontally. No. 338-D. Elevation 2,443.224.

Concrete bench-mark pier 4 miles west of station and at mile post 105 from Empress 30 feet westerly from road allowance along east boundary of sec. 8-21-16 and 5 feet north of southerly limit of right of way, bolt set vertically. No. 337-D. Elevation 2,448.647.

See Countess and Duckess.

Roxana; N A Ry Iron pipe with brass cap, 1½ miles south of south switch, 47 feet east of track, 35 feet south of fourteenth pole south of mile post 4 from Winagami and 175 feet south of centre line of sec. 13-78-20. No. 420-H. Elevation 2,040.221.

Iron pipe with brass cap, on high ground 1 mile north of north switch, 480 feet south of mile sign, 4 feet east of westerly limit of right of way, 23 feet north of seventh pole north of mile post 6 from Winagami and 100 feet north of a farm crossing. No. 421-H. Elevation 2,063.684.

Iron pipe with brass cap 4½ miles north of north switch, 47 feet west of track, 75 feet south of twelfth pole south of mile post 10 from Winagami, 790 feet south of a whistle post for southbound trains and 1,250 feet south of a corrugated iron pipe culvert immediately north of a curve. No. 422-H. Elevation 2,138.102.

See McLennan and Spragburn.

Royal Park; C N Ry Iron pipe filled with concrete, 1,650 feet southeast of station, 630 feet east of east switch of passing track and 4 feet south of northerly limit of right of way, bolt set vertically. No. L-19. Elevation 2,167.732.

Iron pipe filled with concrete, 3½ miles southeast of station and 15 feet east of fourteenth pole west of mile post 60 from Vermilion or eighth pole west of road allowance along east boundary of sec. 27-52-15, 4 feet south of northerly limit of right of way, bolt set vertically. No. L-20. Elevation 2,116.613.

See Mundare and Vegreville.

Rycroft; N A Ry Concrete bench-mark pier about 2,000 feet east of station, 5 feet north of southerly limit of right of way and between ninth and tenth poles east of mile post 352 from junction with C N Ry, 200 feet west of a road crossing. Tablet in top of pier. No. 376-H. Elevation 1,985.408.

Public school. Tablet in front or south concrete foundation wall, midway between the two basement windows at east side of entrance and at level of window sills. No. 377-H. Elevation 1,993.574.

Iron pipe with brass cap, 2 miles south of station, at westerly limit of Edmonton-Dawson Creek highway, 375 feet south of quarter section corner, on east boundary of sec. 5, 25 feet north of a gate at a farm entrance and 5 feet south of a telephone pole. No. T-48. Elevation 2,074.488.

Iron pipe with brass cap, $1\frac{1}{2}$ miles west of station, at first telephone pole east of mile post 354 and at west limit of road between lots 19 and 30, Spirit River Settlement, 4 feet north of northerly limit of right of way No. T-46. Elevation 1,999-774.

See Prestville and Spirit River

Ryley; C.N.Ry Concrete foundation of demolished N Richer's flour mill, in northwest face of concrete stairway on southwest side of foundation, 6 inches below tread of top step and 15 inches southwesterly from front wall of foundation, bolt set horizontally No. 47-H Elevation 2,268-660.

Disused concrete pier at south side of track, formerly used to support lever for interlocking plant, 1 mile northwest of station and 42 feet east of Haight Junction switch, bolt set horizontally in southwest face of pier, 4 inches below top No. 48-H Elevation 2,272-401.

See Holden and Shants

St. Albert; C.N.Ry See Campbell, B.M. No. U-2.

St. Paul; C.N.Ry Concrete bench-mark pier, $\frac{1}{4}$ mile northwest of station, 4 feet southwest of northeast limit of right of way, 35 feet northwest of fourteenth pole southeast of mile post 119 from St. Paul Junction and 520 feet southeast of road allowance along east boundary of sec. 7-58-9. Bolt set vertically No. DD-26 Elevation 2,126-226.

Section house, 500 feet east of station. East end wall, in concrete foundation, 11 inches from front corner and 5 inches below woodwork. Bolt set horizontally No. DD-27 Elevation 2,120-162.

Concrete bench-mark pier, $\frac{1}{4}$ mile east of station, 4 feet north of southerly limit of right of way and between fifth and sixth poles west of mile post 121 from St. Paul Junction, 840 feet east of first road crossing east of station and 45 feet east of easterly corner of a frame house set cornerwise to the track. Bolt set vertically No. DD-28 Elevation 2,104-812.

See Owlseye.

Sandstone; C.P.Ry Concrete box culvert, 460 feet south of station and between ninth and tenth poles south of mile post 22 from Twelfth Street east Calgary, in north end of west face, 7 inches below top, bolt set horizontally No. 58-D. Elevation 3,521-361.

See DeWinton and Okotoks

Saulteaux; N.A.Ry Concrete bench-mark pier, 1 mile west of station, 45 feet north of track 5 feet east of seventh pole west of mile post 145 from junction with C.N.Ry and 55 feet east of Government telephone pole No. 2-2156, on a small knoll in a long muskeg. Bolt set vertically No. U-41 Elevation 1,943-439.

See Decene and Overlea.

Sawback; C.P.Ry Concrete bench-mark pier, $\frac{1}{2}$ mile northwest of northwest switch, 95 feet northeast of track and 150 feet northwest of mile post 89 from Calgary opposite a point where railway touches an inlet from Bow River. Northeast face of pier. Bolt set horizontally No. 242-C. Elevation 4,563-649.

See Banff and Mount Eisenhower

Scotfield; C.N.Ry Concrete bench-mark pier, $1\frac{1}{2}$ miles southeast of station and 15 feet east of north pole east of mile post 107 from Kindersley, 347 feet west of a whistle post for eastbound trains, 1,625 feet westerly from road allowance along east boundary of sec. 11-30-10 and 2 feet south of northerly limit of right of way, tablet in top of pier No. S-100 Elevation 2,495-043.

Concrete bench mark pier, 2½ miles northwest of station and 15 feet east of seventeenth pole west of mile post 110 from Kindersley 480 feet west of a whistle post for westbound trains, 800 feet easterly from road allowance along east boundary of sec 18-30-10 and 1 foot south of northerly limit of right of way, tablet in top of pier No 8-101 Elevation 2,506 501

See Stanmore and Youngstown

Seaford; C N Ry Iron pipe filled with concrete, ¼ mile northeast of station and 12 feet west of third pole east of mile post 106 from Vermilion, 40 feet east of east switch of passing track 600 feet westerly from road allowance along east boundary. Face 20 55 21 and 3 feet south of northerly limit of right of way, bolt set vertically No 1-7 Elevation 2,064 171

Iron pipe filled with concrete 3 miles west east of station and 15 feet west of third pole west of mile post 103 from Vermilion 900 feet east of a private crossing and 3 feet south of northerly limit of right of way bolt set vertically No. L-8 Elevation 2,069 413

See Fort Saskatchewan and Breuderheim

Sels Beach; C N Ry See Fads B M No 70-H

Sooke; C P Ry Large flat boulder 2½ miles northeast of station 30 feet north of track and at tenth pole east of mile post 50 from Calgary East face of boulder Bolt set horizontally No 228-C Elevation 4,222 367

Steel truss bridge over Kamanskas River ¼ mile east of station South face of west concrete abutment 20 inches below bridge seat Bolt set horizontally No 229-C Elevation 4,212 616

C P Ry steel truss bridge over Bow River 1 mile west of station North face of west concrete abutment 20 inches below bridge seat Bolt set horizontally No 230-C Elevation 4,207 510

See Morley and Exshaw

Sentinel; C P Ry Plate girder bridge, ¼ mile east of highway crossing at station and at mileage 95 6 from Leithbridge North face of east concrete abutment 18 inches below bridge seat Bolt set horizontally No 107-D Elevation 4,439 939

Large concrete arch culvert 2½ miles east of Crownest B.C. and at mileage 98 3 from Leithbridge in east face of south face-wall 18 inches below top bolt set horizontally No 108-D Elevation 4,428 307

Interprovincial boundary monument between Alberta and British Columbia at The Great Divide 580 feet southeast of Crownest station and 50 feet northeast of main track Bolt set horizontally in southwest face of concrete base No 109-D Elevation 4,457 013

Small concrete box culvert the more easterly of two, 2 miles northwest of Crownest B.C. in south face of culvert 3 feet 3 inches from west end and 11 inches below top bolt set horizontally No 110-D Elevation 4,405 881

Stone retaining wall set at north side of track 4 miles northwest of Crownest B.C. in west face of concrete coping 10 inches below top, bolt set horizontally No 111-D Elevation 4,398 240

See Coleman

Sevenpersons; C P Ry Plate girder bridge over Sevenpersons creek 2 miles east of station in south face of west concrete abutment 1 foot below top, bolt set horizontally No 173-C Elevation 2,460 322

Double concrete culvert, 3½ miles east of station and at mile post 14 from Dunmore, at sixteenth pole west of west allowance along east boundary of sec 12-11-7 in east face of west wing-wall at south end of culvert bolt set horizontally No 172-C Elevation 2,449 965

Large concrete arch culvert, $2\frac{1}{2}$ miles southwest of station and at mileage 19.8 from Dunmore, in west face of coping on south end of culvert, bolt set horizontally No. 174-C Elevation 2,518-203.

See Dauntless and Whirla.

Sixteenth; N A Ry Iron pipe with brass cap, $3\frac{1}{2}$ miles northeast of station, 16 feet north of southerly limit of right of way and at mileage 32.5 from Rycroft, 40 feet east of a gate in right of way fence and about 1,800 feet west of road allowance along east boundary of sec. 12-74-6 No. T-55. Elevation 2,495-639

Iron pipe with brass cap, $1\frac{1}{2}$ miles north of station, 4 feet west of easterly limit of right of way 26 feet south of seventh pole south of mile post 34 from Rycroft and 100 feet southerly from road allowance along east boundary of sec. 35-73-6 No. 388-H Elevation 2,424-448.

War memorial monument Tablet at centre of rear or west face, 5 inches above base No. 389-H Elevation 2,364-683

Public school, 1929 Tablet in front or south concrete foundation wall, midway between the two basement windows to the west of entrance and 1 foot below woodwork No. 389-H 2 Elevation 2,358-817

Iron pipe with brass cap at south side of engine house of Alberta Pool elevator No. 2 opposite station, 8 feet east of southwest corner of engine house and partly covered by foundation of south wall No. T-55-A Elevation 2,369-682

Iron pipe with brass cap, 1 mile south of station, 1 foot east of west limit of road allowance along east boundary of sec. 24-73-6, 760 feet south of $\frac{1}{4}$ section corner and 13 feet north of a gate No. T-56. Elevation 2,369-658.

See Webster and Clairmont.

Sharrow; C P Ry Concrete bench-mark pier $1\frac{1}{2}$ miles northeast of station and at mile post 7 from Empress, at the east end of a deep cut, 760 feet easterly from road allowance along east boundary of sec. 1-23-2 and 4 feet south of northerly limit of right of way, bolt set vertically. No. 363-D Elevation 2,010-683

See Bindloss and Empress.

Shonte; C N Ry Water tank, 1 mile southeast of station, in southwest face of concrete foundation wall, 3 feet 4 inches to the right of the spout and 4 inches below woodwork, bolt set horizontally No. 49-H Elevation 2,232-665

See Ryley and Tofield.

Sibbald; C N Ry Pioneer Grain Company's elevator, directly opposite the station in east concrete foundation wall, 13 inches from northeast corner and 14 inches below woodwork, bolt set horizontally No. 8-80 Elevation 2,357-225

Concrete bench-mark pier, $1\frac{1}{2}$ miles southeast of station and at mileage 49.6 from Kindersley, 363 feet westerly from road allowance along east boundary of sec. 7-28-1 and 2 feet south of northerly limit of right of way; tablet on top of pier No. 8-79 Elevation 2,347-221

This bench mark was not found during inspection of 1947

Royal Bank at Assiak, Sask., on west side of main street, directly north of station, in south concrete foundation wall, 16 inches from southeast corner and 10 inches below woodwork bolt set horizontally No. 8-77 Elevation 2,304-942

Royal Bank at Assiak, Sask., in east concrete foundation wall, 10 inches from southeast corner and 2 feet 2 inches below brickwork; bolt set horizontally No. 8-76. Elevation 2,312-178.

Public school (school district No. 2781) at Alaskan Sash, in south concrete foundation wall 9 inches from southwest corner and 4 feet 6 inches below brickwork built set horizontally. No. 8-75. Elevation 2,333.779.

Concrete bench mark pier 2½ miles north of Alaskan Sash, on road allowance along east boundary of sec. 22-28-29, 4 feet east of west limit of road allowance and 3½ feet north of southeast corner of sec. 22, bolt set vertically. No. 631-C. Elevation 2,275.198.

This bench mark was not found during inspection of 1947.

Concrete bench mark pier 8½ miles north of Alaskan Sash, on road allowance along east boundary of sec. 13-29-1. The pier is 3 feet east of west limit of road allowance and 23 feet north of southeast corner of sec. 13. Bolt set vertically. No. 632-C. Elevation 2,298.545.

See Benton, Empress, and Compeer.

Concrete bench mark pier 10 miles north of Alaskan Sash, on road allowance along east boundary of sec. 36-29-1, 3 feet east of west limit of road allowance and 25 feet north of east quarter corner of sec. 36, bolt set vertically. No. 633-C. Elevation 2,310.094.

This bench mark was not found during inspection of 1947.

Concrete bench mark pier 3½ miles south of Alaskan Sash, on road allowance along east boundary of sec. 27-27-29, 4 feet east of west limit of road allowance and 20 feet north of southeast corner of sec. 27, bolt set vertically. No. 630-C. Elevation 2,296.231.

Concrete bench mark pier 9 miles south of Alaskan Sash, on road allowance along east boundary of sec. 28-26-29, 4 feet east of west limit of road allowance and 1120 feet north of southeast corner of sec. 28, bolt set vertically. No. 629-C. Elevation 2,385.245.

Concrete bench mark pier 11½ miles south of Alaskan Sash, on road allowance along east boundary of sec. 9-26-29, 4 feet east of west limit of road allowance and 20 feet north of northeast corner of sec. 9, bolt set vertically. No. 628-C. Elevation 2,475.235.

Concrete bench-mark pier 15½ miles south of Alaskan Sash, on road allowance along east boundary of sec. 21-25-29, 3 feet east of west limit of road allowance and 12 feet south of northeast corner of sec. 21, bolt set vertically. No. 627-C. Elevation 2,531.218.

Shore Lake: N & Rv. Iron pipe with brass cap, 3½ miles northwest of station 52 feet southwest of track, 116 feet northwest of mile post 166 from junction with C & N Rv. and 96 feet southeast of a private crossing. No. 307-B. Elevation 1,916.038.

Concrete bench mark pier ½ mile east of station, 3 feet north of northern limit of right of way, 7½ feet east of second pole east of mile post 162 from junction with C & N Rv. and 50 feet east of a private crossing. Bolt set vertically. No. 1-43. Elevation 1,912.744.

Concrete bench mark pier 2 miles west of station, 3 feet south of northern limit of right of way, 10 feet west of nineteenth pole west of mile post 164 from junction with C & N Rv. and 150 feet west of road allowance along east boundary of sec. 3-72-6. Bolt set vertically. No. 1-46. Elevation 1,900.785.

See Wagner and Overlea.

Smiths: N & Rv. Concrete bench mark pier 3 miles south of station, 45 feet east of track, 100 feet south of second pole north of mile post 128 from junction with C & N Rv. and 19 feet north of Government telephone pole No. 2-1567. Bolt set vertically. No. 1-34. Elevation 1,929.806.

See truss bridge over Athabasca River, 4 miles west of station. East concrete abutment, bolt set vertically in top of half-arch wall, 16 inches from south (upstream) edge and 14 inches from west edge. No. T-35. Elevation 1,834.741.

Same bridge as bench-mark No U-35 West concrete abutment, bolt set vertically in top of ballast wall, 1 foot from south edge and 14 inches from east edge No U-36. Elevation 1,854 778

Same bridge as bench mark No. U-35 South or upstream face of most easterly concrete pier, 3 feet 6 inches from east face, 1 foot above bottom of battered portion and about 48 feet below track level Bolt set horizontally No U 37 Elevation 1,808 616

Concrete bench-mark pier, 1½ miles northwest of station, 35 feet southwest of track 3 feet southeast of north pole northwest of mile post 132 from junction with C N Ry and 280 feet northwest of station mile-sign and yard limit sign Bolt set vertically No U 38. Elevation 1,872 716.

See Hondo and Decree

Smoky Lake: C N Ry Concrete bench-mark pier, 2½ miles south of station, 3 feet south of northerly limit of right of way, 40 feet east of mile post 62 from St. Paul Junction and 10 feet east of whistle post ¼ mile east of road allowance along east boundary of sec 8-59-17 Bolt set vertically No DD-8. Elevation 2,133 866.

Concrete bench-mark pier 1½ miles north of station, 3 feet east of westerly limit of right of way 3 feet south of third pole south of mile post 65 from St. Paul Junction and 2,310 feet north of road allowance along north boundary of sec 22-59-17 Bolt set vertically No DD-9 Elevation 1,999 383.

See Warapite and Edward.

Snaring: C N Ry See Henry House B M No 101-H

Solomon: C N Ry See Entrancer B M No 94-H

Southask: C P Ry Concrete box culvert, 50 feet north of north switch and at second pole south of mile post 81 from Medicine Hat, in centre of southwest face bolt set horizontally No. 312-D Elevation 2,505-738.

See Lathom and Cassia.

Spedden: C N Ry Concrete bench-mark pier, 1½ miles west of station, 3 feet south of northerly limit of right of way, 105 feet east of mile post 97 from St. Paul Junction and 385 feet west of road allowance along east boundary of sec. 32-59-12 Bolt set vertically No DD-19 Elevation 2,135-444.

Concrete bench mark pier, 2½ miles east of station 4 feet north of southerly limit of right of way, 35 feet east of first pole east of mile post 101 from St. Paul Junction, 695 feet west of road allowance along east boundary of sec 36-69-12 and 100 feet east of a private crossing Bolt set vertically No. DD-20 Elevation 2,069 601.

See Vilna and Ashmont.

Spirit River: N A Ry Concrete bench-mark pier about 1,800 feet east of station, 3 feet north of southerly limit of right of way and 50 feet west of road crossing at first pole east of mile post 357 from junction with C N Ry Tablet in top of pier No 378-H Elevation 2,058 850.

Iron pipe with brass cap, 17 miles west of village of Spirit River, 300 feet west of bridge over Kestuan River and 42 feet north of centre line of road. No. 712-H Elevation 2,167 447

Iron pipe with brass cap, 14 miles west of village of Spirit River, 2½ miles southeast of bridge over Kestuan River, 300 feet northwest of bridge over dry creek, 12 feet west of a checkerboard sign for east bound traffic, 40 feet southwest of centre line of road No. 713-H Elevation 2,301-744.

Iron pipe with brass cap, at junction of road to Happy Valley, 11½ miles west of town of Spirit River, about opposite a direction sign board marked "Dawson Creek", 25 feet west of a wooden culvert under branch road, 25 feet south of centre line of main road. No 714-H Elevation 2,392 3314.

Iron pipe with brass cap, 9 miles west of town of Spirit River, $\frac{1}{2}$ mile east of wooden bridge over a creek, 12 feet west of northeast corner section 19-78-7 No 715-H Elevation 2,347 029

Iron pipe with brass cap, $6\frac{1}{2}$ miles west of town of Spirit River at the point where road leaves west-east direction and curves down to low level bridge over Rankin's Creek, about 800 feet northwest of side road to farm of Hubert Marpe, 375 feet east of a box culvert at beginning of curve and 33 feet north of centre line of road No 716-H Elevation 2 239 539

Iron pipe with brass cap, $4\frac{1}{2}$ miles west of town of Spirit River on fence line 35 feet west of north quarter corner section 24-78-7 No 717-H Elevation 2,223-097

Iron pipe with brass cap, $1\frac{1}{2}$ miles west of town of Spirit River on fence line, 21 feet south of northeast corner section 20-78-6 No 718-H Elevation 2,130-534.

See Rycroft, Escher, and Gordondale.

Springburn; N A Ry Iron pipe with brass cap, $3\frac{1}{2}$ miles south of south switch, 47 feet east of track and 58 feet south of mile post 13 from Winagami at the north end of a long shallow cut No 423-H Elevation 2,166 581

Iron pipe with brass cap, 1,000 feet south of south switch 3 feet west of easterly limit of right of way and between first and second poles south of mile post 16 from Winagami 100 feet south of road allowance along north boundary of sec 9-80-19 No. 424-H Elevation 2,123 214

Iron pipe with brass cap, 2 $\frac{1}{2}$ miles north of north switch 50 feet east of track, 50 feet north of second pole south of mile post 19 from Winagami and 840 feet south of a corrugated iron pipe culvert No. 425-H Elevation 2,069 372.

See Romans and Reno.

Springgrove; C N Ry Public school No 450 Front or south concrete foundation wall of front section 8 inches from southwest corner and 1 foot below woodwork Bolt set horizontally No 64-H Elevation 2,325-058.

See Aschewen and Stonyptam

Spurfield; N A Ry See Saulteux B M No. U-41

Standard; C P Ry Public school, tablet in north or front concrete foundation wall, 14 inches from northwest corner and 3 feet 6 inches below brickwork. No. 297-D-2. Elevation 2,954 956

Concrete bench-mark pier $3\frac{1}{2}$ miles east of station and at mileage 32.3 from Bassano, 27 feet westerly from road allowance along east boundary of sec. 6-25-21 and 4 feet north of southerly limit of right of way, bolt set vertically No 298-D Elevation 2,872 893.

Concrete bench-mark pier $4\frac{1}{2}$ miles west of station and at mileage 39.9 from Bassano, 72 feet westerly from road allowance along east boundary of sec 12-25-23 and 14 feet south of northerly limit of right of way, bolt set vertically No 296-D Elevation 2,921 452

See Tudor and Chancellor

Stammore; C N Ry Public school, in north concrete foundation wall, 10 inches from northeast corner and 1 foot below woodwork, bolt set horizontally No. S-103. Elevation 2,581 274

Concrete bench-mark pier, $1\frac{1}{2}$ miles east of station and 20 feet west of seventh pole east of mile post 115 from Kindersley, 1,240 feet easterly from road allowance along east boundary of sec 21-36-11 and 2 feet south of northerly limit of right of way tablet in top of pier No S-102. Elevation 2,566 852

Concrete bench mark pier, $2\frac{1}{2}$ miles northwest of station and 36 feet west of eleventh pole east of mile post 119 from Kindersley, about midway between two sloughs which are about 600 feet apart, 2 000 feet westerly from road allowance along east boundary of sec 25-30-12 and 2 feet south of northerly limit of right of way tablet in top of pier No. 8-104 Elevation 2,525 907

See Richdale and Scottfield.

Staveley: C.P.Ry Canadian Bank of Commerce West side wall, in concrete foundation, 3 feet 7 inches from front corner and 14 inches below brickwork. Bolt set horizontally No. CX-10. Elevation 3,420 217

Residence of J. E. Yorgason on northwest $\frac{1}{4}$ section 33 13-27, 2 miles south of station and 400 feet east of railway North concrete foundation wall, 1 foot from northeast corner and 18 inches below woodwork Bolt set horizontally No. CX-11 Elevation 3,392 620

See Parkland and Carleton Place.

Stephen: C.P.Ry Plate girder bridge over Bath Creek, 1 mile northeast of station and at mileage 121 2 from Calgary, in west concrete abutment, south end of east face 15 inches above bridge seat Bolt set horizontally No. 251-C Elevation 5,382 461

Interprovincial boundary monument between Alberta and British Columbia at "The Great Divide", at station and 110 feet south of track, north face of concrete base bolt set horizontally No. 252-C Elevation 5,344 187

When inspected in 1944 it was found that the base of the monument had been cement plastered, covering the bench mark.

See Lake Louise

Stettler: C.P.Ry Municipal water tank, in southeasterly concrete footing, 4 inches from southwest edge and 5 inches from southeast edge, bolt set vertically No. Z-12 Elevation 2,698 207

Concrete bench mark pier 4 miles east of station and 17 feet east of fifth pole east of mile post 53 from Coronation or thirteenth pole west of road allowance along east boundary of sec 35-38-19, 3 feet north of southerly limit of right of way, bolt set vertically No. Z-13 Elevation 2,655 236

See Botha and Erskine.

Stirling: C.P.Ry Red granite boulder, 5 miles northwest of station, 10 feet northeast of southwest limit of right of way and 30 feet northwest of fourteenth pole southeast of mile post 90 from Manyberries Northwest face of boulder Bolt set horizontally No. 202-C Elevation 3,672 078

Station Rear or southwest concrete foundation wall, 4 feet 4 inches from southerly corner and 1 foot below woodwork Bolt set horizontally No. 203-C Elevation 3,040 536

See Wilson and New Dayton.

Stonyplain: C.N.Ry Remains of Armbruster Lumber Company's planing mill (destroyed by fire) at east side of the main street, immediately south of railway North face of concrete foundation wall of frame section of building 2 feet 6 inches west of northwest corner of brick section and 6 inches below ledge in foundation Bolt set horizontally No. 65-H Elevation 2,327 434

See Sprucegrove and Carval.

Stown: C.P.Ry Section house at northeast end of passing track Front or northwest concrete foundation wall, 10 feet 6 inches from westerly corner and 5 inches below sheathing Bolt set horizontally No. 89-D Elevation 3,225 138

See Macleod and Peigan.

Strathcona: C.P.Ry See Edmonton

Sturgeon Heights; Iron pipe with brass cap, at a curve and 63 feet north of centre of road, 1 foot east of barbed wire fence line running northerly to shore line of Sturgeon Lake 8 feet south of a gate in such fence, 57 feet south of a log cabin. No 628-H. Elevation 2,250 454.

Sturgeon Lake Roman Catholic Mission Convent. Tablet in front concrete foundation wall, 3 feet from southwest corner of building and 18 inches above ground. No 629-H. Elevation 2,272 694.

Residence of Mr W. Jamison, owner of general store, $\frac{1}{2}$ mile south of the Mission church. Tablet in northerly concrete foundation wall of building, 6 feet from northwest corner of verandah and 4 inches below woodwork. No 630-H. Elevation 2,265 071.

Iron pipe with brass cap, $\frac{3}{4}$ miles west of Sturgeon Lake Mission Church, 4 feet southwest of telephone pole No 4-1192 or fourth pole south-east of wooden bridge over a creek 36 feet northeast of centre line of road. No 631-H. Elevation 2,226 865.

Iron pipe with brass cap, $\frac{5}{8}$ miles west of Sturgeon Lake Mission Church or $\frac{2}{3}$ miles east of Sturgeon Heights store, 67 feet southwest of a pipe culvert, midway between telephone poles Nos 4-1289 and 4-1290 or the seventh and eighth poles, respectively, east of intersection of a north-south road allowance 38 feet northwest of centre line of road and in line with poles. No 632-H. Elevation 2,267 380.

Iron pipe with brass cap near Sturgeon Heights general store, 8 miles west of Sturgeon Lake Mission Church, 9 feet east of telephone pole No. 4-1266 or sixth pole east of the store. No 633-H. Elevation 2,233 291.

Iron pipe with brass cap near farmhouse owned by John Brohman about $\frac{2}{3}$ miles northwest of Sturgeon Heights store, 100 feet west of west wall of house and 2 feet west of north-south fence line 45 feet north of centre line of road. No 634-H. Elevation 2,452 032.

See Valleyview and Crooked Creek.

Styal; C N Ry. See Wildwood B M. No 73-H.

Suffield; C P Ry. Station, in northeast concrete foundation wall, 11 feet south-east of rear entrance and 11 inches below woodwork, bolt set horizontally. No. 326-D. Elevation 2,453-462.

Suffield Cafe and Grocery, a red brick building on east side of the main street about 300 yards north of railway in concrete foundation of south side wall 10 feet from southwest corner and 3 inches below brickwork, bolt set horizontally. No 327-D. Elevation 2,459 541.

See Alderson and Bowell.

Sundwall; C N Ry. United Grain Growers elevator No. 48, in west concrete foundation wall, 8 feet from southwest corner and 19 inches below metal sheathing, bolt set horizontally. No 51-F. Elevation 2,932 978.

See Three Hills and Grainger.

Sweetgrass; Montana, See Couita.

Taber; C P Ry. Public school, in concrete foundation of west side wall, 4 feet 8 inches from southwest corner and 9 inches below brickwork, bolt set horizontally. No. 187-C. Elevation 2,658 540.

Canadian Bank of Commerce, in concrete foundation of west side wall, 4 feet from southwest corner and 18 inches below brickwork, bolt set horizontally. No 186-C. Elevation 2,668 081.

Concrete bench-mark pier, $\frac{4}{5}$ miles east of station and 100 feet east of mile post 72 from Dunsmore, $\frac{1}{2}$ mile westerly from east boundary of sec. 12-10-16 and 5 feet north of southerly limit of right of way, bolt set horizontally in north side of pier. No 185-C. Elevation 2,641 315.

Concrete box culvert, 2 miles west of station and at mileage 78.5 from Dunmore, 1,940 feet easterly from road allowance along east boundary of sec 35-9-17 in west end of south face 15 inches below top, bolt set horizontally No. 188-C. Elevation 2,677-443.

See Purple Springs and Jamieson.

Tangent; N A Ry Iron pipe with brass cap, on high ground, 2 miles southeast of station, 19 feet south of northerly limit of right of way and at mileage 305.4 from junction with C N Ry, 160 feet west of a road crossing. No. 361-H. Elevation 1,727-430.

Iron pipe with brass cap, $\frac{1}{2}$ mile west of station, 720 feet west of west wye switch 4 feet north of southerly limit of right of way, 75 feet east of mile post 308 from junction with C N Ry and 93 feet east of a private crossing. No. 362-H. Elevation 1,822-185.

Iron pipe with brass cap, 3 miles west of station, 4 feet south of northerly limit of right of way and at mileage 310.4 from junction with C.N.Ry., 97 feet east of road allowance along east boundary of sec. 26-78-25. No. 363-H. Elevation 1,856-038.

See Watino and Eaglesham.

Tee; C P Ry Alberta-Pacific Grain Company's elevator, in east concrete foundation w.a.l. 30 feet from southeast corner and 9 inches below metal sheathing, bolt set horizontally. No. Z-5. Elevation 2,710-443.

See Alix and Clive.

Thorold; N A Ry Foundation built for water tank, 2 miles southwest of station and at mileage 36.8 from Carbondale, in centre of northwest face of southwesterly concrete footing, 6 inches below top, bolt set horizontally. No. V-10. Elevation 2,120-075.

Concrete bench-mark pier 1 mile northeast of station and 30 feet north of second pole south of mile post 40 from Carbondale, 110 feet south of north main-sign and 3 feet west of easterly limit of right of way, bolt set vertically. No. V-11. Elevation 2,136-240.

See Egremont and Abbe.

Three Hills; C N Ry Concrete bench-mark pier, $3\frac{1}{4}$ miles north of station and 12 feet north of third pole north of mile post 57 from Murror, about 170 feet north of south end of a short tangent and 5 feet east of westerly limit of right of way, bolt set horizontally in north side of pier. No. 54-F. Elevation 2,982-751.

See Trochu and Swallowell.

Throne; C P Ry Concrete bench-mark pier, 1 mile southeast of station and at mileage 107.8 from Kerrobert, 80 feet westerly from road allowance along east boundary of sec 30-35-9 and 3 feet north of southerly limit of right of way, bolt set vertically. No. Z-30. Elevation 2,593-858.

Concrete bench-mark pier, $3\frac{1}{4}$ miles northwest of station and at mileage 112.3 from Kerrobert, 17 feet westerly from road allowance along east boundary of sec 4-36-10 and 3 feet south of northerly limit of right of way, bolt set vertically. No. Z-29. Elevation 2,558-629.

See Veteran and Coronation.

Tieland; N A Ry Concrete bench-mark pier, 4 miles south of station, 5 feet west of easterly limit of right of way, 28 feet north of tenth pole north of mile post 97 from junction with C N Ry, 25 feet south of Government telephone pole No. 2-521 and 920 feet north of road allowance along north boundary of sec 24-66-2. Bolt set vertically. No. U-26. Elevation 1,995-721.

See Flatbush and Chisholm.

Tully: C.P.Ry. Concrete box culvert carrying irrigation ditch under railway, $1\frac{1}{4}$ miles northwest of station and at mileage 54.6 from Medicine Hat, in centre of southwest face. Bolt set horizontally. No. 319-D. Elevation 2,458.394.

Concrete box culvert, immediately northwest of another culvert carrying an irrigation ditch under railway, $1\frac{1}{4}$ miles southeast of station and at mileage 51.9 from Medicine Hat, in centre of northeast face. 13 inches below top. Bolt set horizontally. No. 320-D. Elevation 2,455.659.

Concrete box culvert under C.P.Ry., 5 miles southeast of station and at mileage 48.4 from Medicine Hat. Centre of southwest face, 14 inches below top. Bolt set horizontally. No. 321-D. Elevation 2,461.064.

See Bantry and Alderson.

Tofield: C.N.Ry. Fundamental bench mark, about 1 mile northwest of station, $\frac{1}{2}$ mile north of Tofield Creamery, 67 feet south and 4 feet east of northeast corner of sec. 2-51-19. Tablet in top of pier. No. 51-H-2. Elevation 2,277.999.

Station in north or rear concrete foundation wall, 30 feet from northeast corner and 21 inches below ventilator in foundation and about 12 inches below ground, bolt set horizontally. No. 50-H. Elevation 2,293.959.

Concrete bench-mark pier 4 miles northwest of station and 12 feet east of first pole east of mile post 90 from Wainwright, 13 feet easterly from road allowance along east boundary of sec. 8-51-19 and 4 feet south of northerly limit of right of way, tablet in top of pier. No. 51-H-3. Elevation 2,364.281.

See Shouts, Deville, and Bardo.

Torles: C.N.Ry. Concrete bench-mark pier 1 mile southeast of station and 21 feet west of fifth pole west of mile post 50 from Wainwright, 115 feet east of a whistle post for station, 1,090 feet easterly from road allowance along east boundary of sec. 12-48-14 and 5 feet south of northerly limit of right of way, bolt set horizontally in northeast side of pier. No. 44-H. Elevation 2,251.935.

See Viking and Holden.

Triangle: Iron pipe with brass cap, 200 feet east of Triangle post office and general store and 300 feet west of junction with Peace River highway, 70 feet east of fence corner at northwest cor. sec. 21-74-18. 2 feet north of fence line. No. 609-H. Elevation 1,982.749.

Iron pipe with brass cap, 24 miles west of Triangle road junction, 6 feet south of telephone pole No. 3-2492 and 34 feet south of centre line of road. No. 610-H. Elevation 1,992.430.

Iron pipe with brass cap, 5 miles southwest of Triangle road junction, 4 feet southwest of telephone pole No. 3-2577, or third pole southwest of mile post 5. 33 feet southeast of centre line of road. No. 611-H. Elevation 1,964.307.

Iron pipe with brass cap, 3 miles northeast of bridge over Little Smoky River, at second telephone pole south of wooden bridge over a creek, 4 feet east of such pole and 28 feet east of centre line of road. No. 612-H. Elevation 1,947.714.

Embedded boulder between a poplar tree and a spruce tree, 75 feet south of south end of bridge over Little Smoky River and 54 feet east of edge of highway. 13 feet north of a side road. Tablet in top of boulder. No. 613-H. Elevation 1,747.143.

See Agge and New Fish Creek.

Trochu; C.N.Ry Roman Catholic school, $\frac{1}{4}$ mile southeast of station, in west concrete foundation wall of entrance section, 1 foot from southwest corner and 2 feet below brickwork, bolt set horizontally No. 55-F Elevation 2,863 039.

See Huxley and Three Hills

Tudor; C.P.Ry School-house, Glenrose S.D. No. 3184, tablet in north concrete foundation wall, 8 feet 5 inches from northwest corner and 2 feet below woodwork No. 295-D 2. Elevation 2,938-760.

Alberta-Pacific Grain Company's Elevator, in southeast concrete foundation wall 12 feet from corner nearest the railway and 9 inches below metal sheathing, bolt set horizontally No. 295-D Elevation 2,885 852.

Concrete bench-mark pier, 3 miles west of station and at mileage 48.4 from Bassano, 65 feet easterly from road allowance along east boundary of sec. 25-25-24 and 4 feet south of northerly limit of right of way; bolt set vertically No. 294-D Elevation 2,886 331

See Nightingale and Standard

Turner; C.P.Ry Concrete box cattle pass, $1\frac{1}{4}$ miles south of station, 280 feet north of mile sign, and at mileage 6.1 from Twelfth Street east. South face of west headwall, 6 inches below top. Bolt set horizontally No. 53-D Elevation 3,435 134.

See Calgary and Midnapore

Tweedie; N.A.Ry Concrete bench-mark pier, $1\frac{1}{4}$ miles northeast of station and 12 feet west of fourth pole west of mile post 131 from Carbondale, near the northeast end of a short tangent between two curves, 400 feet easterly from road allowance along east boundary of sec. 21-08-12 and 45 feet south of track, tablet in top of pier No. V-36. Elevation 1,957 821

Concrete bench-mark pier $2\frac{1}{4}$ miles southwest of station and 80 feet south of third pole south of mile post 127 from Carbondale exactly opposite the north end of a curve, opposite a small lake and 49 feet east of track, tablet in top of pier No. V-35. Elevation 1,945 021

See Barnegat and Pitlochrie

Uneas; C.N.Ry Concrete bench-mark pier, $1\frac{1}{4}$ miles northwest of station and 30 feet east of third pole west of mile post 106 from Wainwright, 70 feet east of a private crossing, 700 feet westerly from road allowance along east boundary of sec. 20-52-21 and 9 feet south of northerly limit of right of way, bolt set horizontally in northeast side of pier No. 54-H Elevation 2,426-143.

See Cooking Lake and Ardrossan

Union Junction; C.N.Ry Concrete bench-mark pier, $1\frac{1}{4}$ miles east of station, 2 feet north of southerly limit of right of way $\frac{1}{4}$ mile east of crossing of St. Albert road, 145 feet west of a power line crossing, 830 feet west of west wall of tail section of Canadian Government elevator and at twelfth pole east of mile post 5 from Edmonton. Tablet in top of pier No. U-1 Elevation 2,219 034.

See Edmonton and Campbell

Valleyview; Iron pipe with brass cap, $9\frac{1}{4}$ miles north of village of Valleyview, 57 feet northeast of telephone pole No. 4-470, or second pole northeast of a curve, or seventh pole northeast of mile post 30 from Triangle, 39 feet southeast of centre line of road and 6 feet southeast of line of poles, No. 631-H. Elevation 2,187-240.

Iron pipe with brass cap $6\frac{1}{2}$ miles north of village of Valleyview, 50 feet north of telephone pole 4-353, or tenth pole south of mile post 32 or fifth pole south of a curve to the right when travelling toward High Prairie, 42 feet east of centre line of road and 12 feet east of line of poles No 623-H Elevation 2,194-876.

Concrete bench mark pier 3 $\frac{1}{2}$ miles north of village of Valleyview and opposite farm owned by Donald Bergstrom 100 feet south of gateway to farm near fence line along west limit of highway opposite telephone pole No 4-660 No 623 H Elevation 2,196-584

Iron pipe with brass cap 1 mile east and 1 mile north of village of Valleyview 15 feet north of fence corner at southeast corner section 27-70-22, near fence line No 624 H Elevation 2,253-071

Iron pipe with brass cap $\frac{1}{2}$ mile west of village of Valleyfield 300 feet east of the more westerly of two wooden bridges 20 feet east of entrance to farm owned by H. Halack near fence line on south limit of road No 625-H Elevation 2,229-081

Iron pipe with brass cap 3 miles west of village of Valleyview, on farm owned by C. Persson in angle of fence line at northwest corner of sec 18-70-22 N 626-H Elevation 2,287-510

Iron pipe with brass cap on Sturgeon Lake Indian Reserve and $3\frac{1}{2}$ miles east of Hudson's Bay Company store $3\frac{1}{2}$ miles west of village of Valleyview midway between telephone poles No 4-976 and 4-977 or the tenth and eleventh poles respectively west of a wooden bridge 20 feet south of centre line of road and 8 feet south of line of poles No 627-H Elevation 2,306-094

See New Fish Creek and Sturgeon Heights

Vegreville: C N Ry. Iron pipe filled with concrete $\frac{1}{2}$ mile southeast of station and 45 feet east of seventeenth pole west of mile post 56 from Vermilion, 420 feet east of a trestle and 4 feet north of southerly limit of right of way, bolt set vertically No 1-21 Elevation 2,092-116

Iron pipe filled with concrete 5 miles east of station and 22 feet west of fourth pole west of mile post 32 from Vermilion 98 feet east of a private crossing and 4 feet south of northerly limit of right of way bolt set vertically No. L-22 Elevation 2,183-471

See Royal Park and Lavoie

Veldin: C P Ry. Concrete bench mark pier $\frac{1}{2}$ mile southeast of station and 45 feet east of third pole west of mile post 35 from Coronation, 12 feet west of a private crossing and 3 feet south of northerly limit of right of way, bolt set vertically No. 2-21 Elevation 2,711-328

Concrete bench mark pier 4 miles northwest of station and 65 feet east of fourteenth pole east of mile post 30 from Coronation, $\frac{1}{2}$ mile easterly from east boundary of sec 21-28-13 and 3 feet north of southerly limit of right of way bolt set vertically No 2-20 Elevation 2,733-072

See Castor and Halkirk

Vauxley: N A Ry. Concrete bench mark pier, 4 miles northeast of station and 100 feet east of mile post 108 from Carbondale 45 feet south of track, tablet on top of pier No V-29 Elevation 1,860-069

Concrete bench mark pier $\frac{1}{2}$ miles southwest of station and 67 feet south of eleventh pole south of mile post 103 from Carbondale, 210 feet south of a private crossing and 7 feet west of easterly limit of right of way, tablet on top of pier No V-28 Elevation 1,866-063

See Hyle and Lac la Biche

Vermilion: C N Ry. Fundamental bench mark in town park, 86 feet south line of First Street and 281 feet west of west line of Bulyon Avenue, tablet on top of pier No 626-C Elevation 2,082-049

High school, tablet in east concrete foundation wall of vestibule at main entrance 2 feet from southeast corner 3 inches below brickwork and directly beneath north end of corner stone No. 827-C Elevation 2,030-204.

Alexandra public school, in dressed stone foundation of projecting portion of south or front wall, 11 inches from southeast corner of projection and 5 feet 9 inches below brickwork, bolt set horizontally, facing east. No. L-35. Elevation 2,023-567.

Iron pipe fixed with concrete, $3\frac{1}{4}$ miles west of station and midway between fourteenth and fifteenth poles east of mile post 4, 610 feet westerly from road allowance along east boundary of sec 34-50-7 and 3 feet north of southerly limit of right of way, bolt set vertically. No. L-34. Elevation 2,043-856.

See Craysmore and Borradaile.

Veteran; C P Ry. Water tank, in easterly concrete footing of face containing the spout 5 inches from northwest edge and 4 inches from northeast edge of footing, bolt set vertically. No. Z-32. Elevation 2,615-909.

Concrete bench-mark pier $3\frac{1}{4}$ miles northwest of station and at mileage 104 $\frac{1}{2}$ from Kerrobert 21 feet west of a private crossing at north pole east of east boundary of sec 22-35-9 and 3 feet north of southerly limit of right of way, bolt set vertically. No. Z-31. Elevation 2,622-610.

See Loyalist and Thrope.

Viking; C N Ry. Public school, in southwest or front concrete foundation wall, 14 inches from southerly corner and 3 feet 7 inches below brickwork, bolt set horizontally. No. 43-H. Elevation 2,259-247.

See Philips and Torles.

Vilna; C N Ry. Concrete bench-mark pier, 4 miles west of station, 3 feet southwest of northeast limit of right of way, 50 feet southeast of mile post 86 from St. Paul Junction and 1,040 feet southeast of road allowance along north boundary of sec 22-50-14 and 100 feet southeast of a gate in right of way fence. Bolt set vertically. No. DD-16. Elevation 2,184-008.

Concrete bench-mark pier, $\frac{1}{2}$ mile west of station, 4 feet south of northerly limit of right of way, 12 feet west of sixth pole east of mile post 86 from St. Paul Junction and 2,112 feet west of road allowance along east boundary of sec 19-59-13. Bolt set vertically. No. DD-17. Elevation 2,107-531.

Concrete bench-mark pier $3\frac{1}{4}$ miles east of station, 3 feet north of southerly limit of right of way, 10 feet east of seventh pole east of mile post 93 from St. Paul Junction and 2,850 feet west of road allowance along east boundary of sec 26-59-13. Bolt set vertically. No. DD-18. Elevation 2,101-486.

See Beils and Spedden.

Vulcan; C P Ry. Concrete bench-mark pier 5 miles northwest of station, 6 feet north of southerly limit of right of way and between second and third poles east of mile post 56 from Coalhurst 2,200 feet west of road allowance along east boundary of sec 15-17-25 and 300 feet west of a concrete culvert. North face of pier. Bolt set horizontally. No. 67-D. Elevation 3,345-773.

Station. Rear or southwest concrete foundation wall, 15 feet from southerly corner, 4 feet southeast of centre line of a basement window and 22 inches below woodwork. Bolt set horizontally. No. 68-D. Elevation 3,440-303.

Canadian Bank of Commerce. Southwest side wall, in concrete foundation, 4 feet from front corner and 9 inches below woodwork. Bolt set horizontally. No. 69-D. Elevation 3,482-066.

See Esagen and Kirkaldy.

Wagner; N A Ry Iron pipe with brass cap, $3\frac{1}{2}$ miles southeast of station, 44 feet northeast of track 37 feet southeast of first pole southeast of mile post 169 from junction with C N Ry and between Government telephone poles Nos 2-2968 and 2-2969 No 308-H Elevation 1,905 483

Iron pipe with brass cap, $\frac{1}{2}$ mile west of station 940 feet east of west switch, 46 feet north of track, between eleventh and twelfth poles east of mile post 173 from junction with C N Ry and between Government telephone poles Nos 2-3096 and 2-3097 No 309-H Elevation 1,913 857

See Slave Lake and Canyon Creek.

Watsonwright; C N Ry Fundamental bench mark at southerly corner of Main Street and Fourth Avenue 6 feet southeast of southeast limit of Main Street and 5 feet southwest of southwest limit of Fourth Avenue, tablet in top of pier No. 824-C Elevation 2,221-084.

Public school in southwest or front concrete foundation wall, 18 inches from westerly corner and 23 inches below brickwork bolt set horizontally No 36-H Elevation 2,237 068

See Greenshields and Irma.

Wash; C P Ry Bridge over Mackay creek, $\frac{1}{2}$ mile west of station in south end of east face of west concrete abutment, 4 feet above bridge seat, bolt set horizontally No 155-C Elevation 2,441 485

Open culvert, $2\frac{1}{2}$ miles northeast of station and at mileage 112.8 from Swift Current in south end of northeast face of west concrete abutment, 6 inches below bridge seat, bolt set horizontally No 154-C Elevation 2,420-933

Plate girder bridge, $3\frac{1}{2}$ miles northeast of station and at mileage 111.9 from Swift Current in south end of southwest or rear face of west concrete abutment 6 inches below top bolt set horizontally No 153-C Elevation 2,419 878.

Double concrete culvert 1 mile northeast of Cummings Sask and at mileage 108.4 from Swift Current in southeast face of central wall, 10 inches below top bolt set horizontally No 152-C Elevation 2,391 781

See Larimore

Waskana; N A Ry Iron pipe with brass cap on high ground 3 miles east of station, 5 feet south of northerly limit of right of way, 43 feet east of sixteenth pole west of mile post 332 from junction with C N Ry and 160 feet east of a trestle No 370-H Elevation 1,900-900.

A Sandercock's store, at east side of the main street Tablet in front or west concrete foundation wall 6 feet from northwest corner and 6 inches below woodwork No 371-H Elevation 1,968 056

Iron pipe with brass cap $2\frac{1}{2}$ miles west of station, 4 feet north of southerly limit of right of way and 77 feet west of seventh pole west of mile post 338 from junction with C N Ry, about 2,000 feet east of road allowance along east boundary of sec 1-78-4. No 372-H Elevation 1,966 994

See Belloy and Manor

Warner; C P Ry First Evangelical church South side wall, in concrete foundation, 9 feet 7 inches from front or southeast corner and 15 inches below woodwork Bolt set horizontally No 209-C Elevation 3,319 533

Public school South side wall, in concrete foundation, 15 feet 6 inches from rear or southwest corner and 7 inches below brickwork Bolt set horizontally No 210-C Elevation 3,327 991

See McNab and Milk River

Warper; N A Ry Concrete bench-mark pier, 3 miles north of north switch and 63 feet south of fourth pole north of mile post 244 from Carbondale, at a small shallow cut at the south end of a shallow fill and 34 feet west of track, bolt set vertically No. V-67 Elevation 1,705-539

Concrete bench-mark pier 1 mile south of south switch and 40 feet south of eighth pole south of mile post 240 from Carbondale, 30 feet northerly from north boundary of sec. 13-83-6 and 52 feet west of track, bolt set vertically No. V-66 Elevation 1,767-476.

See Quigley and Cheecham

Warrensville; Iron pipe with brass cap, 2 1/4 miles south of village, 175 feet north and 66 feet east of northeast corner section 7-79-23, on fence line No. 720-H Elevation 2,128-655

Gospel Mission building. Tablet in east concrete foundation wall, midway between basement windows and 15 inches below woodwork No. 721-H Elevation 2,141-239

Iron pipe with brass cap, 2 miles north of village, at 22nd Base Line, in easterly fence line of road 200 feet south of intersection of north boundary section 31-84-23. No. 722-H Elevation 2,136-579

Iron pipe with brass cap at intersection of road allowances, 4 1/2 miles north of village 66 feet north and 90 feet east of northeast corner section 7-85-23, 1 foot south of fence line No. 723-H Elevation 2,131-269

Iron pipe with brass cap at farm of Charles Colwell, about 5 1/2 miles north of village 20 feet north of driveway to farm and in line with south wall of house, 28 feet west of centre line of road No. 724-H Elevation 2,142-464

See Grimshaw and Dixonville

Warspite; C N Ry Concrete bench-mark pier, 3 1/2 miles west of station 3 feet south of northerly limit of right of way and at fifth pole west of mile post 54 from St. Paul Junction, 1,310 feet east of road allowance along east boundary of sec. 12-69-19 Bolt set vertically No. DD-6 Elevation 2,117-258

See Waskatenau and Smoky Lake

Waskatenau; C N Ry Concrete bench-mark pier, 1/2 mile east of station, 53 feet south of track, 720 feet east of trestle over Waskatenau creek and 400 feet west of road allowance along east boundary of sec. 9-59-19 Bolt set vertically No. DD-5 Elevation 2,094-431

See Radway and Warspite

Waterways; N A Ry See Draper B.M. No. V-78

Watline; N A Ry Iron pipe with brass cap, on high ground, 5 miles north of station, 3 feet west of easterly limit of right of way and between second and third poles south of mile post 293 from junction with C N Ry, 260 feet north of a private crossing No. 355-H Elevation 1,544-230

Iron pipe with brass cap, 2 1/2 miles north of station, 18 feet east of westerly limit of right of way and between fifteenth and sixteenth poles south of mile post 295 from junction with C N Ry, 35 feet north of a whistle post and 60 feet north of a private crossing. No. 356-H Elevation 1,381-692

In same bridge as bench mark No. 355-H Tablet in top of ballast wall on east concrete abutment, at north side of track, 2 feet 5 inches north of south edge of wall No. 357-H Elevation 1,264-998

Bridge over Smoky River, 1/2 mile east of station Tablet in top of north concrete retaining wall at west end of bridge, 5 feet from west end of wall No. 358-H Elevation 1,265-551

Iron pipe with brass cap on high ground on the inside of a curve, 1½ miles west of station 3 feet southwest of northeast limit of right of way and 17 feet southeast of first pole southeast of mile post 300 from junction with C. N. Ry. No 359-H. Elevation 1,380 410

Iron pipe with brass cap on the inside of a curve 4½ miles northwest of station 55 feet west of track and between mile post 303 from junction with C. N. Ry. and first pole north thereof 280 feet north of a corrugated iron pipe culvert. No 360-H. Elevation 1,573 571

See Culp and Tangent.

Walla: C. N. Ry. Concrete bench-mark pier, 1½ miles east of station and 11 feet east of ninth pole east of mile post 6 from Hanna, 665 feet east of bridge over Halpound creek 2,970 feet easterly from road allowance along east boundary of sec 16-31-15 and 2 feet south of northerly limit of right of way. Tablet in top of pier. No 8-114. Elevation 2,708 279

Concrete bench-mark pier 2 miles west of station and at fourth pole east of mile post 10 from Hanna 405 feet east of a private crossing 2,255 feet westerly from road allowance along east boundary of sec 13-31-16 and 2 feet north of southerly limit of right of way, tablet in top of pier. No. 8-115. Elevation 2,753 480

See Craigroyle and Hanna

Wayne: C. N. Ry. Concrete bench-mark pier 2½ miles southwest of station and 245 feet west of mile post 63 from Hanna 100 feet east of a curved cut, 472 feet east of a trestle over Rosebud River and 2 feet north of southerly limit of right of way. Tablet in top of pier. No 8-136. Elevation 2,320 611

See Beynon and Rosedale

Webster: Iron pipe with brass cap, 1½ miles northeast of station 3 feet southeast of northwest limit of right of way and at twelfth pole northeast of mile post 28 from Riverfort 64 feet northeast of a gate in the right of way fence and about midway between crossing of road along east boundary of sec 34-74-5 and road along north boundary of sec 35-74-5. No 386-H. Elevation 2,649 184

Iron pipe with brass cap 1½ miles southwest of station 4 feet southeast of northwest limit of right of way and between first and second poles southwest of mile post 29 from Riverfort 100 feet southwest of road allowance along north boundary of sec 16-74-5. No 387-H. Elevation 2,646 051

See Braeburn and Sexsmith

Wembley: N. A. Ry. Iron pipe with brass cap, 2 miles east of station 4 feet south of northerly limit of right of way and between first and second poles east of mile post 63 from Riverfort 400 feet east of road allowance along east boundary of sec 14-71-8. No 396-H. Elevation 2,352 636

Public school. Tablet in front of west concrete foundation wall 2 feet 6 inches north of north wall of porch at main entrance and 5 feet below woodwork. No 399-H. Elevation 2,402 206

Concrete bench-mark pier 3 miles west of station 5 feet north of southerly limit of right of way and between seventh and eighth poles east of mile post 68 from Riverfort 133 feet west of road allowance along east boundary of sec 19-71-8. Tablet in top of pier. No 400-H. Elevation 2,405 187

See Dimadale and Hualien

Westlock: N. A. Ry. Concrete bench-mark pier 2 miles north of station, 3 feet east of westerly limit of right of way, 63 feet north of seventh pole north of mile post 54 from junction with C. N. Ry., midway between Govern-

ment telephone poles Nos. 1-2022 and 1-2023 and 400 feet north of road allowance along north boundary of sec. 9-60-26. Tablet in top of pier. No. U-15. Elevation 2,099-346.

See Picaurville and Pibroch.

Wetaskiwin: C.P. Ry. Concrete bench-mark pier, 4 miles northeast of station, 3 feet south of northerly limit of right of way and at mileage 91.3 from Hasty, 200 feet east of road allowance along east boundary of sec. 29-46-23 and opposite residence on Jastanere's stock-farm. Bolt set vertically. No. 678-C. Elevation 2,458-188.

Bank of Montreal, at northeast corner of Pearce and McDonald Streets. Front or south stone foundation wall, 2 feet from southwest corner and 2 feet 4 inches below brickwork. Bolt set horizontally. No. H-42. Elevation 2,497-262.

Post office. Front or south stone foundation wall, midway between westerly entrance and letterdrop and 2 feet 8 inches below brickwork. Bolt set horizontally. No. 679-C. Elevation 2,497-434.

Court-house. Front or north stone foundation wall 12 feet from northwest corner and in first course above basement window sills. Bolt set horizontally. No. 680-C. Elevation 2,493-452.

Concrete bench-mark pier 2 miles northwest of station, 5 feet southwest of northeast limit of right of way, 40 feet southeast of sixth pole northwest of mile post 59 from Red Deer and 70 feet northwest of road allowance along east boundary of sec. 26-46-24. Bolt set vertically. No. 681-C. Elevation 2,498-909.

See Gwynne, Navarre, and Millet.

Whitelow: N.A. Ry. Iron pipe with brass cap, $3\frac{1}{4}$ miles east of station, 3 feet south of northerly limit of right of way, 80 feet east of sixteenth pole west of mile post 81 from Winagami and 100 feet east of road allowance along east boundary of sec. 16-82-26. No. 453-H. Elevation 2,173-814.

Iron pipe with brass cap, $\frac{1}{2}$ mile east of station, 3 feet north of southerly limit of right of way, 17 feet east of sixth pole east of mile post 84 from Winagami and 200 feet west of road allowance along east boundary of sec. 15-82-1. No. 454-H. Elevation 2,198-421.

Iron pipe with brass cap at a shallow cut, $1\frac{1}{4}$ miles west of station, 3 feet south of northerly limit of right of way, 35 feet east of first pole west of mile post 86 from Winagami and 200 feet easterly from road allowance along north boundary of sec. 8-82-1. No. 455-H. Elevation 2,168-231.

See Brownvale and Bluesky.

Whitla: C.P. Ry. Large boulder 2 miles west of station and 200 feet east of mile post 27 from Dunnure, 400 feet westerly from a road crossing and 180 feet south of southerly limit of right of way in centre of west face of boulder 6 inches above ground. Bolt set horizontally. No. 178-C. Elevation 2,762-900.

Bolt has been removed but hole is still distinct.

See Winnifred and Sevenpersons.

Wildwood: C.N. Ry. Concrete bench-mark pier, $2\frac{1}{4}$ miles east of main corner, 4 feet north of southerly limit of Edmonton-Jasper highway, 1 mile west of C.N. Ry. crossing, 150 feet east of a clearing and 25 feet west of seventeenth pole west of a private road to the south which is immediately west of a small bridge and opposite the west end of a trestle on C.N. Ry. North face of pier. Bolt set horizontally. No. 73-H. Elevation 2,486-926.

See Evansburg and Leaman.

Wilson; C.P.Ry Concrete bench-mark pier, $\frac{1}{2}$ mile northwest of station, 5 feet northeast of southwest limit of right of way, 18 feet northwest of third pole northwest of mile post 93 from Manyberries and 2,200 feet southeast of road allowance along north boundary of sec 33-7-30. Northwest face of pier Bolt set horizontally No. 201-C Elevation 3,046.599.

See Lethbridge and Stirling.

Winnifred; C.P.Ry Oddfellows' hall, frame building about 800 feet west and 300 feet north of the station, in west concrete foundation wall 6 feet from southwest corner and 16 inches below woodwork bolt set horizontally No. 176-C Elevation 2,734.223.

Concrete bench-mark pier $\frac{1}{2}$ miles west of station and 500 feet west of mile post 34 from Dunmore, 4 feet north of southerly limit of right of way, bolt set horizontally in north side of pier No. 177-C Elevation 2,687.865.

See Whetla and Bow Island.

Woking; N.A.Ry Iron pipe with brass cap, 1 mile north of station, 3 feet east of westerly limit of right of way and at first pole north of mile post 12 from Rycroft, about 930 feet southerly from road allowance along east boundary of sec 24-76-6. No. 381-H Elevation 2,197.520.

Iron pipe with brass cap, $\frac{1}{2}$ miles south of station, 47 feet east of track and 52 feet north of tenth pole south of mile post 14 from Rycroft, near the north end of a cut No. 382-H Elevation 2,256.169.

See Esher and Braeburn.

Wolf Creek; C.N.Ry See Yates, B.M. No. 80-H.

Woodhouse; C.P.Ry schoolhouse (Hoosier S.D. No. 1677), $\frac{1}{2}$ miles north of station and 200 feet east of railway Rear or north concrete foundation wall, 4 feet 10 inches from northeast corner and 3 inches below woodwork Bolt set horizontally No. CC-14 Elevation 3,292.023.

See Claresholm and Nolan.

Yates; C.N.Ry Steel trestle bridge over McLeod River, $\frac{1}{2}$ miles east of station, in south end of east face of west concrete abutment, 6 feet 5 inches above bridge seat, bolt set horizontally No. 80-H Elevation 2,874.850.

See Carrot Creek and Edson.

Yelger; C.N.Ry See Ryley, B.M. No. 48-H.

Yellowhead; C.N.Ry Short deep curved rock cut, 1 mile southwest of station and 10 feet west of fourteenth pole east of mile post 12 from Jasper North side of cut, 135 feet from east end Bolt set horizontally No. 110-H Elevation 3,700.641.

See Decoigne.

Youngstown; C.N.Ry Concrete bench-mark pier, 1 mile northeast of station and 13 feet east of tenth pole west of mile post 103 from Kindersley, 113 feet east of a private crossing, 916 feet westerly from road allowance along east boundary of sec. 5-30-9 and 1 foot south of northerly limit of right of way, tablet in top of pier No. S-99 Elevation 2,521.057.

See Scotfield and Dobson.

PART II

SECONDARY LEVELS—TOWNSHIP OUTLINE LEVELS —LEVELS RUN DURING RETRACEMENT SURVEYS— LEVELS ALONG TRAVELLED ROUTES

EXPLANATION OF TABLES

All bench marks, unless otherwise described, are the standard 2-inch pipe with brass cap, the top appearing 4 to 10 inches above ground. All such bench marks are placed on the south or west sides of the road allowances, except in a few cases especially noted. Where the road allowance is not fenced, bench marks have sometimes been placed in the line of telephone poles.

Where a base line or outline of a range is noted in bold face type in the right-hand column of a list, it indicates that a line of levels along such base line or outline is there intersected.

"The line" means the line originally surveyed, that is, the south or west side of the road allowance.

The notation (R) after the number of a bench mark means that the latter consists of a 3-inch iron pipe with bronze cap, placed by Reclamation Service within a few feet of the corner.

The notation (I) signifies a bench mark established by an old Irrigation Survey and generally consists of a square iron post which was used by Reclamation Service previous to the year 1911.

All distances and offsets are in feet.

FOURTH MERIDIAN

Townships 1 to 60

Levelled by various surveyors in 1914 to 1922.

Tr.	Sec.	Distance from R.E. cor.	Elevation feet.	B.M. No.	Remarks
1	1		2,807.29	1	Top of International Boundary monument No. 394. About 1/5 mile E. of this meridian.
	25	714 S	2,927.02	6	24 ft. W of W side of road; mark on boulder.
2	1	14 N	2,946.18	8	8 ft. W of W side of road, mark on boulder.
	13	234 S	2,956.15	289	
	36	2 N	2,911.22	451	(R) First correction line.
3	13	2253 S	2,908.44	294	
	25		2,919.09	1-101	See Altman, Publication No. 22.
	36	4 W	2,972.25	454	(R)
4	12	420 S	2,273.60	280	
	36	near	2,845.02	455	(R) Second base line.
5	24	1 N	2,478.72	456	(R)
	36	1 N	2,618.70	457	(R)
6	12	74 W	2,846.94	32	23 ft. E. of N. bdy. of sec; mark on boulder.
	36	101 N	2,907.62	36	25 ft. W of W side of road, mark on boulder.
7					No permanent B.M.'s in this township.
8	24	4 N	2,470.25	485	(R) Distance is from E. 1/4 cor.
	36	265 W	2,811.20	155	Third base line.
9	13	28 S	2,295.55	277	210 ft. W of a witness post.
	36	2 N	2,117.60		(R).
10	12	214 N	2,042.31	272	
	36	700 N	2,724.52	275	
	36	near	2,670.19	159	(I).

Tp.	Sec	Distance from NE cor.	Elevation feet	B.M. No.	Remarks
11	13	263 N	2,582 75	268	See Crammings, Publication No. 22. (L). (R).
	34		2,419 88	153C	
	35	1 S	2,444 10	128	
	35	3 N	2,444 48	459	
12	13	300 S	2,438 37	264	Fourth base line.
	35	198 N	2,432 20	72	
	13	230 N	2,371 79	257	
	35	231 N	2,383 08	254	
14	13	230 S	2,440 12	251	Fifth base line.
	35	198 S	2,398 95	54	
	13	254 S	2,627 08	247	
	35	198 S	2,587 34	30	
16	13	329 N	2,630 21	244	Sixth base line.
	35	198 S	2,672 24	96	
	13	267 N	2,515 17	240	
	35	268 N	2,479 67	237	
18	13	350 S	2,448 34	234	Seventh base line.
	35	243 N	2,458 11	231	
	13	198 S	2,448 74	110	
	35	290 N	2,403 36	51	
20	13	253 S	2,374 05	508	Eighth base line.
	35	198 N	2,384 06	119	
	25	198 N	2,368 94	134	
22	35	198 S	2,222 61	129	On N side of Railway Avenue, 92 ft. W of W side of Center Street, Empress. Could not be located in 1947
23	13		1,977 79	.82	
	13		1,971 67	365D	
	13		1,973 51	135	On E. bdy sec 13, and 97 ft. N of centre of C.P. Ry track, Empress. Could not be located in 1947
24	13	48 N	2,512 65	138	Mark on boulder. In poor condition.
	35	198 S	2,551 85	.41	Seventh base line.
25	13	237 S	2,486 02	724	
			2,531 22	627C	
26			2,475 23	628C	See Sibbald.
	13	232 S	2,411 98	219	See Sibbald.
			2,385 25	629C	See Sibbald.
	35	near	2,335 56	1083	(R) Could not be located in 1947
27	13	202 S	2,353 09	215	See Sibbald.
			2,596 22	630C	
28			2,523 78	8-75	
			2,375 30	631C	See Sibbald.
	35	3 E	2,394 47	1081	Eighth base line.
29			2,298 55	632C	See Sibbald.
	13	23 N	2,406 96	166	3 ft. E. of W side of road, mark on boulder. Could not be located in 1947.
			2,310 08	633C	See Sibbald.
	35	3 E	2,368 49	1082	(R) Could not be located in 1947.
30			2,527 68	634C	See Compeer. Could not be located in 1947
	35	near	2,349 67	1083	(R).
31	1	20 S	2,389 54	635C	See Compeer.
			2,596 06	636C	See Compeer. Could not be located in 1947
	35	3 E	2,309 78	1084	(R).
32			2,335 55	639C	See Compeer. Could not be located in 1947.
			2,324 37	640C	See Compeer.
	35	202 N	2,336 47	187	Ninth base line.
33	13	242 S	2,352 77	159	
			2,344 85	46	
	35	281 S	2,363 66	193	See Compeer. Could not be located in 1947
34	24	7 S.W.	2,438 69	197	Highest point on boulder.
	35	234 S	2,354 80	199	
	13	201 S	2,416 37	201	
35	35	250 S	2,372 34	204	

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
36	13	327 S	2,301 81	207	Tenth base line.
36	36	384 S	2,309 57	210	
37	13	268 S	2,318 80	213	
36	36	361 N	2,148 37	217	
38	13	267 N	2,307 25	220	Eleventh base line.
36	36	321 N	2,178 80	223	
39	13	198 N	2,315 26	228	
36	36	453 N	2,242 34	231	
40	13	271 S	2,159 06	234	Twelfth base line.
36	36	200 S	2,306 85	237	
41	24	at cor	2,146 33	241	
36	36	346 N	2,052 51	243	
42	25	193 N	2,051 50	247	See Burre.
43			2,014 11	250H	
13		15 E.	2,116 64	260	
44	1	193 N	1,983 23	264	
13			910 41	266	Top of iron road survey post.
36	36	243 S	2,003 77	1	
45	1	193 N	1,776 96	269	
46	1	193 N	2,035 04	265	
47	13	193 N	3,074 10	272	Distance is from E. $\frac{1}{4}$ cor.
48	36	193 N	2,149 94	281	
50	1		2,126 27	B. 3	
36	36	193 N	2,076 93	294	
51	36	193 S	2,008 51	299	Fourteenth base line.
52	36	264 N	2,032 99	304	
53	36	193 N	2,003 67	308A	
55	1	11 S	1,996 17	B. 15	
36	36	462 S	2,162 73	319	Distance is from SE. cor; small iron pipe.
56	36	146 W	2,175 61	190	
57	56	at cor	2,219 79	321	
59	56	726 S	1,536 21	343	
60	36	230 W	1,776 71	173	Sixteenth base line.

FIRST CORRECTION LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 2, RANGES 1 TO 17

E. W. Berry, D.L.S., in year 1924

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	36	6 N	3,011 38	451	(R) Fourth meridian.
	33	395 E	3,079 46	3	On N. side of road.
2	36	326 W	2,938 57	6	(R) Tp. 3, near SE. cor. sec. 1
	1	near	3,039 41	452	
	53	291 W	3,011 59	10	(R) Tp. 3, near SE. cor. sec. 1.
	1	near	2,989 42	461	
3	33	318 W	3,006 21	15	On N. side of road.
4	36	303 W	3,104 75	18	
	33	311 W	3,232 89	22	East outline of range 5.
5	36	309 W	3,140 63	23	
	33	352 W	3,026 91	29	On N. side of road.
6	36	225 W	3,052 26	33	
	33	264 W	3,233 43	35	(1) Top of iron post at SE. cor. sec. 1, tp. 3.
7	36	284 W	3,233 12	38	
	1	at cor	3,241 11		
	33	305 W	3,069 54	42	

FIRST CORRECTION LINE WEST OF FOURTH MERIDIAN *Continued*NORTH BOUNDARY OF TOWNSHIP 2, RANGES 1 TO 17 *Continued*

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
8	1	near	2,975 22	459	(R) Tp. 2, near SE. cor. sec. 1.
	23	329 W	2,951 08	48	
9	1	near	2,975 00	472	(R) East outline of range 9. Tp. 2, near SE. cor. sec. 1.
	23	282 W	2,905 25	54	
10	1	near	2,973 20	478	(R) Tp. 2, near SE. cor. sec. 1.
	23	272 W	2,953 28	60	
11	1	near	2,960 65	1180	(R) Tp. 2, near SE. cor. sec. 1.
	23	276 W	2,104 90	67	
12	1	near	2,192 14	738	(R) Tp. 2, near SE. cor. sec. 1.
	23	276 W	2,117 11	73	
13	1	near	2,041 35	622	(R) East outline of range 13, tp. 2 near SE. cor. sec. 1.
	23	255 W	2,052 83	79	
14	25	262 W	2,022 47	82	
	23	268 W	2,122 84	85	
15	1	near	2,072 03	509	(R) Tp. 2, near SE. cor. sec. 1.
	23	268 W	2,297 67	92	
16	1	near	2,448 93	519	(R) Tp. 2, near SE. cor. sec. 1.
	23	276 W	2,510 76	98	
			2,467 13	2120	Canadian Pacific Railway crosses.
			2,520 04	102	See Milk River.
17	25	343 W	2,526 25	286	East outline of range 17.
	1				(1) Tp. 2, near SE. cor. sec. 1, top of squared iron post.

SECOND BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 4, RANGES 1 TO 30

Reconnaissance Survey in 1917 and 1918

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	26	near	2,345 02	456	(R) Fourth meridian.
	23	259 W	2,267 67	5	
2	25	near	2,273 48	462	(R)
	23	270 W	2,321 09	10	
3	26	near	2,371 87	465	(R)
	22	200 W	2,500 02	17	
4	24	279 E	2,429 18	21	
5	26	249 W	2,199 83	25	East outline of range 5.
	22	1112 E	2,112 62	20	
6	24	265 E	2,011 71	34	
7	25	near	2,845 43	468	(R)
	22	422 E	2,816 40	41	
					Pekewiki Lake crosses.
9	25	near	2,860 13	474	(R) East outline of range 9.
	23		2,952 48	44	Probably within 300 ft. E.
10	25	near	2,997 83	479	(R)
	23	228 E	2,948 99	49	

SECOND BASE LINE WEST OF FOURTH MERIDIAN—Continued

NORTH BOUNDARY OF TOWNSHIP 4, RANGES 1 TO 30—Continued

Rgr	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
11	26	near	3,026 56	463	(R)
	23	204 W	3,034 54	54	
12	26	near	3,031 73	469	(R)
	23	275 W	3,037 53	59	
13	26	near	3,034 55	634	(R) East outline of range 13.
	23	198 W	3,029 10	68	
	31	near	3,016 03	502	(R)
14	23	198 E	3,041 46	65	
15	26	near	3,035 71	511	(R)
	23	320 W	3,038 08	67	
16	26	near	3,125 27	520	(R)
17	26	near	3,246 63	526	(I) Top of squared iron post. Could not be located in 1944-46.
	26	near	3,246 69	529	(R) East outline of range 17. Could not be located in 1944-46.
	23	105 E	3,162 93	69	8 ft. S. of the line, mark on boulder
18	26	near	3,207 32	542	(R)
			3,205 56	208-C	See McNab.
	24	200 W	3,353 36	71	On N. side of road, mark on sandstone boulder about 4 cu. ft.
19	26	76 E	3,389 36	72	On N. side of road, mark on granite boulder.
	24	84 W	3,401 28	73	14 ft. N. of the line, mark on granite boulder about 16 cu. ft.
	31	285 W	3,422 36	74	
20	26	232 W	3,532 07	75	
21	26	505 W	3,700 96	76	
	23	near	3,680 65	571	(R)
22	26	389 E	3,507 20	77	
	34	1053 E	3,355 41	78	Distance is from N. $\frac{1}{2}$ cor, 18 ft. S. of the line, mark on N.E. cor. of boulder about 15 cu. ft.
	31	488 W	3,452 21	79	
23	23	344 W	3,527 34	80	
24	24	341 W	3,604 82	81	9 ft. N. of the line.
25	26	1231 W	3,655 70	82	6 ft. W. of W. side of main trail, and about 46 ft. N. of the line. (In Indian Reserve.)
26	22	429 E	3,534 04	83	805 ft. S. of the line, mark on quartz rock about 50 cu. yds.
27	25	210 W	3,615 07	84	
	22	1250 W	3,872 27	85	16 ft. N. of the line, mark on quartzite boulder about 12 cu. ft.
28	26	194 E	3,858 75	86	East outline of range 28.
	23	2076 E	3,969 56	87	Mark on boulder about 7 cu. ft.
	22	218 W	4,199 87	88	
29	24	309 W	4,218 87	89	
	22	1220 W	4,318 62	90	10 ft. N. of the line, mark on granite boulder about 2 cu. yds.
30	26	377 W	4,620 75	91	About $\frac{1}{2}$ mile E. of fifth meridian.
1	26	684 E	5,100 95	92	Fifth meridian; 274 ft. S. of the line, mark on quartzite boulder about 5 cu. yds.

THIRD BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 8, RANGES 1 TO 35

Levelled by N. S. Clouston, D.L.S., in 1931

Rge.	Sec.	Distance from NE cor.	Elevation feet	B.M. No.	Remarks
1	35	265 W	3,811 30	155	Fourth meridian.
	35	273 E	3,750 45	153	
2	35	298 W	4,016 68	149	
	33	273 W	4,041 97	145	
3	35	235 W	3,999 90	141	
	33	269 E	3,983 12	137	
4	35	329 E	3,507 75	134	
	33	181 E	2,610 07	131	
5	35	245 E	3,471 90	127	Distance is from N $\frac{1}{2}$ cor
	34	263 W	3,488 21	123	
6	35	335 E	3,348 33	119	
	33	330 W	3,259 19	115	
7	35	301 W	3,155 08	113	
	33	272 E	3,041 18	109	
8	35	320 W	2,743 01	106	
	33	289 E	2,545 00	103	
9	35	352 W	2,602 74	99	East outline of range 9.
	33	318 W	2,507 81	96	Could not be located in 1947
10	35	298 W	2,803 47	93	May be covered by drifted soil
	33	257 W	2,844 74	90	Could not be located in 1947
11	35	near	2,746 18	487	(R) Cap gone but pipe in good condition.
	33	275 W	2,709 03	84	
12	35	near	2,687 39	493	(R) Could not be located in 1947
	33	291 W	2,691 44	79	
13	35	near	2,713 01	498	(R) East outline of range 13.
	33	254 W	2,713 09	72	
14	35	near	2,767 67	505	(R) Could not be located in 1947
	33	349 E	2,797 05	67	
15	35	near	2,803 26	515	(R)
	33	340 E	2,808 03	61	
16	35	near	2,718 41	536	(R)
	33	282 W	2,768 29	56	May be covered with drifted soil
17	35	near	2,777 24	532	(R) East outline of range 17

THIRD BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 8, RANGES 39 TO 50

Levelled during reconnaissance survey in 1918.

Rge.	Sec.	Distance from NE cor.	Elevation feet	B.M. No.	Remarks
29	35	66 E	4,062 66	19	East outline of range 29. 791 ft. N. of the line and on the E. side of the road allowance, running north, mark on boulder 4 ft. by 2 ft. and 1½ ft. above ground.
	34	61 E	4,058 82	17	125 ft. N. of the line, and 3 ft. W. of the E. side of the road allowance running north; mark on boulder 3 ft. by 2 ft. and 6 ins. above ground.

THIRD BASE LINE WEST OF FOURTH MERIDIAN—*Continued*NORTH BOUNDARY OF TOWNSHIP 8, RANGES 1 TO 18—*Continued*

Sta.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
29	32	248 E	4,440.68	15	213 ft. N. of the line, mark on quartzite boulder, 7 ft. by 8 ft. and 3 ft. above ground.
30	34	555 E	4,944.15	13	38 ft. S. of the line; mark on limestone outcrop 11 ft. by 7 ft. and 1½ ft. above ground.
1	34	117 E	5,238.75	11	Fifth meridian, 163 ft. N. of the NE. cor. sec. 36, on the fifth meridian, and 51 ft. E. of the E. side of the road allowance running north; mark on sandstone boulder.

FOURTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 12, RANGES 1 TO 20.

Range 1 to 23, levelling by E. W. Barry, D.L.S., in 1921.

Range 23, 24, levelling during Retracement Survey in 1918.

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	36	133 N	2,432.26	72	Fourth meridian.
	32	870 W	2,413.52	198	
2	36	431 E	2,521.86	199	On N. side of road.
	32	270 W	2,656.65	197	
3	36	288 E	2,597.63	182	
	32	260 W	2,616.62	196	
4	36	310 W	2,482.03	177	
	32	507 W	2,608.67	174	
5	36	304 W	2,383.90	171	Could not be located in 1947
	32	818 E	2,454.69	167	
			2,317.25	163C	
					See Dummore.
					See Medicine Hat.
6	36	187 S	2,123.74	167C	47 ft. N. of C.P. Ry
			2,326.65	169	
Between B.M.'s. 169 and 118 the levels run a considerable distance to the north of the base line.					
7	12	366 N	2,487.94	151	Tp. 13. In present fence line which is about 11 ft. W. of the sec. line.
	31	310 W	2,629.83	143	Tp. 13.
8	24	568 E	2,670.27	142	Tp. 13. On N. side of road. Could not be located in 1947.
	21	336 E	2,618.72	139	Tp. 13.
9	24	411 W	2,558.90	126	Tp. 13. East outline of range 9.
	21	620 W	2,514.64	122	Tp. 13.
10	12	628 N	2,625.01	126	Tp. 13.
	9	530 E	2,538.97	124	Tp. 13. On N. side of road.
11	12	705 E	2,500.11	121	Tp. 13.
	30	574 N	2,519.75	118	Tp. 13. On E. side of road.
	23	599 E	2,483.01	115	On downstream side of highway and stone bridge over Bow River, on right bank, 5 ft. from second wooden trestle of the approach from first concrete bridge pier.
12	36	381 E	2,518.85	112	
	23	630 E	2,508.67	109	
	23		2,320.75	108	

FOURTH BASE LINE WEST OF FOURTH MERIDIAN—Continued

NORTH BOUNDARY OF TOWNSHIP 12, RANGES 1 TO 39—Continued

Rge.	Sec.	Distance from NE cor	Elevation feet	B.M. No	Remarks
13	36	379 E	2,535.59	102	
	33	348 E	2,504.86	99	
14	36	268 E	2,536.37	98	On N. side of road.
	33	291 E	2,590.00	95	
15	36	352 E	2,618.96	89	On N. side of road
	33	370 E	2,530.46	86	
16	36	358 E	2,575.30	83	
	33	348 E	2,550.17	80	
17	36	333 S	2,604.78	27	East outline of range 17.
	36	near	2,607.12	589	(R).
	33	345 W	2,614.58	78	
18	36	near	2,684.41	547	(R).
	33	340 E	2,701.88	79	On N. side of road.
19	36	near	2,603.87	558	(R).
	33	348 E	2,720.10	64	
20	36	near	2,780.36	564	(R).
	33	360 E	2,834.64	59	
21	36	351 W	2,839.10	65	
	33	363 W	2,054.52	52	
22	36	365 W	2,165.06	49	(R)
	33	376 E	2,354.89	45	(R)
23	36	near	2,272.27	562	(R).
	33	360 W	2,116.47	40	
			2,081.62	73D	See Carmanagoy.
24	36	near	2,139.42	567	(R).
	33	369 W	2,156.78	81	Could not be located in 1947
25	36	near	2,190.47	563	(R) Could not be located in 1947
	33	364 E	2,166.62	28	
26	36	near	2,231.18	566	(R) Could not be located in 1947
	33	340 W	2,304.02	22	
27	36	356 E	2,371.46	19	Could not be located in 1947
			2,893.52	CC-13	See Claresholm.
	33	338 E	2,443.24	18	
28	36	307 E	2,559.09	11	
	33	360 W	2,586.72	6	On N. side of road
29	36		2,729.96	2	East outline of range 29, 142 ft. E. of the east side of Canyon Lake.
	35	164 W	4,344.79	43W	220 ft. N. of the line, mark on sandstone outcrop about 3 ft. by 2 ft.
	32	43 E	4,000.06	45W	85 ft. S. of the line, mark on granite boulder 2 ft. by 3 ft. and 1 ft. above ground.
	31	1138 E	4,608.46	46W	Distance is from N $\frac{1}{4}$ cor; mark on limestone boulder 3 ft. by 3 ft. and 1 ft. above ground.
30	35	854 E	5,090.85	45W	5 ft. S. of the line, mark on limestone outcrop 2 ft. by 2 ft. level with ground. About $\frac{1}{4}$ mile E. of fifth meridian.
1	36	767 N	5,483.72	45W	Fifth meridian, 3 ft. E. of W side of road allowance, mark on sandstone outcrop 4 ft. by 2 ft., level with the ground.

FIFTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 18, RANGES 1 TO 30

Levelled by R. H. Montgomery, D.T.S., in 1929.

Rgs.	Sec.	Distance from N.E. cor.	Elevation feet	R.M. No.	Remarks
1	30	198 S.	2 872 24	90	Fourth meridian.
	33	310 E.	2 845 41	40	
2	36		2 685 89	41	233 ft. W. of W. side of slough at NE. corner
	33	262 W.	2 685 92	43	
3	36	218 W.	2 670 55	44	
4	36	648 W.	2 448 36	45	Distance is from N. $\frac{1}{2}$ cor.
	33	371 W.	2 477 68	47	
5	30	554 E.	2 355 95	48	
	33	876 W.	2 350 57	50	
6	30	221 W.	2 243 86	51	
	33	831 E.	2 247 87	52	
7	36	305 W.	2 469 95	53	
	33	246 W.	2 480 68	55	
8	36	375 W.	2 575 67	56	
	34	204 E.	2 540 52	57	Distance is from N. $\frac{1}{2}$ cor.
9	30	268 W.	2 511 38	58	East outline of range 9.
	33	226 E.	2 548 41	60	
10	30	364 W.	2 485 59	61	
	33	339 E.	2 433 52	62	
11	30	252 S.	2 443 72	63	
	33	200 E.	2 468 89	65	
12	35	465 E.	2 454 03	66	East outline of range 12.
			2 461 06	68(D)	See Tilley.
	33	242 W.	2 458 16	67	
13	35	355 E.	2 451 85	68	Could not be located in 1947.
	33	300 W.	2 458 71	70	" " " " " "
14	30	252 E.	2 438 84	71	" " " " " "
	33	222 W.	2 451 35	72	
	31	388 W.	2 518 77	73	
15	33	302 W.	2 538 21	75	
16	36	375 E.	2 533 77	76	
	33	573 E.	2 509 39	77	
17	36	514 W.	2 511 27	79	East outline of range 17.
	33	378 E.	2 543 30	80	
18	35	450 E.	2 628 87	81	
	33	315 E.	2 703 81	82	
19	35	near	2 579 07	83	(R.)
	30	200 W.	2 685 30	85	
	33	419 E.	2 735 97	86	
20	36	203 E.	2 818 61	88	
	30	near	2 801 00	89	(R.)
	33	501 W.	2 947 67	87	
21	36	808 E.	3 049 23	89	
	33	275 E.	3 014 29	90	
22	36	509 E.	2 979 79	91	Could not be located in 1947.
	33	312 W.	3 164 03	92	" " " " " "
23	36	556 W.	3 140 04	93	
	33	342 W.	3 229 94	95	
24	56	477 E.	3 345 40	96	
	33	290 E.	3 396 90	97	
			3 440 30	98(D)	See Vulcan.
25	36	388 E.	3 441 29	99	
	33	355 E.	3 518 77	100	Could not be located in 1947.
26	56	487 E.	3 352 42	101	
	33	364 W.	3 380 23	102	
27	36	329 W.	3 279 87	103	Could not be located in 1947.
	33	549 E.	3 247 35	105	" " " " " "

FIFTH BASE LINE WEST OF FOURTH MERIDIAN—Continued

NORTH BOUNDARY OF TOWNSHIP 16, RANGES 1 TO 30—Continued

Rgn.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
28	36	672 E	3,382.40	106	Could not be located in 1947
	32	463 E	3,387.14	107	" " " " " "
	31	225 E	3,379.16	108	" " " " " "
			3,355.86	CC-5	See Nanton.
29	36	640 W	3,434.99	109	Could not be located in 1947
	32	369 W	3,406.96	111	" " " " " "
30	36	228 E	3,672.60	112	About 1 mile E. of 5th meridian.
1	12	320 S	3,648.12	603	Fifth meridian, Township 17.

SIXTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 20, RANGES 1 TO 11

Levelled by C. A. R. LAWRENCE, D.L.S., in 1923.

Rgn.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	36	108 N	2,384.66	110	Fourth meridian.
	32	287 W	2,372.61	71	
2	36	290 W	2,397.63	68	

A spur line was run from NE. cor. tp. 20, rgn. 2, north and east to fourth meridian at NE. cor., tp. 22.

2	12	290 S	2,342.65	3	Tp. 21
	36	292 S	2,342.99	6	Tp. 21
2	12	294 S	2,359.28	9	Tp. 22
1	31	291 W	2,364.68	12	Tp. 22
	36	196 S	2,228.61	129	Tp. 22 Fourth meridian.

Continuing west along the 6th Base Line.

2	36	280 W	2,410.93	65	
3	36	268 E	2,391.25	61	
	32	341 W	2,164.16	56	
4	36	277 W	2,220.08	55	.
	32	279 W	2,302.70	52	
5	36	268 W	2,426.74	48	On N. side of road.
5	12	289 S	2,270.34	80	Tp. 21.
			2,256.44	355D	See Carrandish.
6	36	268 W	2,512.48	45	Tp. 20.
6	36	256 E	2,544.16	42	
	32	261 W	2,658.75	39	
7	36	226 W	2,667.58	35	
	32	262 W	2,596.97	32	
8	36	226 E	2,512.41	29	
	32	222 W	2,496.50	26	
9	36	204 E	2,468.64	23	
	34	294 E	2,464.98	20	
			2,478.37	356D	See Jenner.

SIXTH BASE LINE WEST OF FOURTH MERIDIAN—Concluded

NORTH BOUNDARY OF TOWNSHIP 20, RANGES 1 TO 11—Concluded

Rgs.	Sec.	Distance from NE. cor.	Elevation feet	R.M. No.	Remarks
10	26	278 E	2,632 53	17	
	23	294 W	2,632 48	14	
	21	356 W	2,491 67	11	
11	24	139 E	2,489 90	7	Larvels diverted 2 miles south to avoid Dead Lodge Canyon
	21	300 W	2,457 11	8	
12	1	227 N	2,439 72	305	East outline of range 12.

SEVENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 24, RANGES 12 TO 29

Levelled by J. B. Alexander, D.L.S., in 1919.

Rgs.	Sec.	Distance from NE. cor.	Elevation Feet	R.M. No.	Remarks
12	26	200 N	2 387.16	273	
	23	466 W	2,449 31	131	
13	26	290 E	2,354 29	128	
14	26	224 E	2,410 23	121	
	22	near	2,424 25	117	Highest point on boulder.
15	26	420 W	2,418 73	114	
	24		2,451 46	109	At the SW cor. of a corral, and 175 ft. SE. of house in S.E. $\frac{1}{4}$ sec. 3-25-15.
16	26	201 E	2,457 35	102	
	26	7 NE	2,423 74		C.P. Ry. Natural Resources B.M., iron pipe with squared top.
	31	30 W	2 623 12	98	Highest point on granite boulder, 90 ft. S. of the line.
17	26	226 W	2,070 83	97	
	23	21 E	2 765 39	91	Distance is from N $\frac{1}{4}$ cor. highest point of red granite boulder in middle of road allowance.
18	26	240 W	2,069 87	85	
	22	27 E	2,054 44	77	Distance is from N $\frac{1}{4}$ cor., highest point of red granite boulder
19	26	226 W	2,064 79	76	
	22	235 E	2,063 21	70	
20	24	188 E	2,049 55	65	
21	26	162 E	2,014 58	61	
	22	246 N	2,022 21	58	In poor condition
			2,072 89	50SD	See Standard.
22	24	267 W	2,073 10	53	
23	26	128 E	2,020 41	46	
24	26	near	2,059 29	107	(I) Iron post with squared top.
	24	248 W	2,043 65	38	
25	26	227 E	2,118 42	34	Could not be located in 1947
	23	309 E	2,089 64	29	" " " " " "
26	24	415 E	2,120 06	20	" " " " " "
	27	160 E	2,069 58	22	
			2,158 40	8-158	See Lyalta.
	22	420 W	2,228 41	16	Could not be located in 1947

SEVENTH BASE LINE WEST OF FOURTH MERIDIAN—Continued

NORTH BOUNDARY OF TOWNSHIP 24, RANGES 12 TO 20—Continued

Rgn.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
20	36	near	3,548 35	46	(E) Iron post with squared top, about 3½ miles E. of Fifth meridian.
1	36	403 W	3,548 75	7	Fifth meridian. Could not be located in 1917
	36	390 S	3,536 49	558	

NINTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 32, RANGES 1 TO 20

Levelled during Retracement Survey in 1915.

Rgn.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	36	392 N	2,330 47	187	Fourth meridian.
	36	390 W	2,349 40	344	
2	36	390 W	2,323 14	347	
	36	390 W	2,305 90	350	
3	36	390 W	2,300 11	353	
	36	390 W	2,328 88	356	
4	36	390 W	2,301 80	359	
	36	390 W	2,442 20	362	
5	36	390 E	2,439 03	365	
	32	390 W	2,637 86	369	
6	34	390 W	2,480 38	373	
7	36	390 E	2,445 01	377	
	32	390 W	2,485 80	381	
8	34	690 W	2,471 38	385	
9	36	390 W	2,531 83	389	
	32	390 W	2,530 57	393	
10	34	294 W	2,509 01	397	
11	36	294 E	2,530 01	401	
	32	390 W	2,562 26	405	
12	36	344 S	2,551 60	409	
	34	390 W	2,552 51	409	East outline of range 12.
13	36	390 W	2,637 97	413	
	32	390 W	2,746 90	417	
14	34	390 E	2,832 77	421	
			2,659 28	S-109	See Hanna.
15	36	390 W	2,667 86	425	
	32	390 W	2,755 81	429	
16	34	390 W	2,718 37	433	
17	36	390 W	2,787 06	437	
	32	390 W	2,801 11	441	
18	34	390 W	2,826 00	445	
19	36	390 W	2,845 04	449	
	32	390 W	2,837 41	453	
20	31	390 W	2,717 74	457	
21	32	390 W	2,790 39	465	
22	34	198 W	2,841 00	469	

NINTH BASE LINE WEST OF FOURTH MERIDIAN—Concluded

NORTH BOUNDARY OF TOWNSHIP 22, RANGES 1 TO 20—Concluded

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
23	20	320 E	2,738-48	473	
	22	320 W	2,847-58	477	Could not be located in 1947.
			2,863-04	55-F	See Trachau.
24	24	198 W	2,982-31	481	In poor condition.
25	26	198 W	2,815-90	485	
	22	264 E	2,931-51	488	
26	24	264 W	2,982-35	493	Could not be located in 1947.
27	26	264 E	3,071-47	497	
28	24	198 W	3,082-22	505	Could not be located in 1947
1	26	320 S	3,289-83	510	Fifth meridian.

TENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY TOWNSHIP 26 RANGE 1 TO 15

Levelled by E. W. Barry, D.L.S., in 1922.

Rge.	Sec.	Distance from N.E. Cor	Elevation Feet	B.M. No.	Remarks
1	26	284 S	2,369-67	210	Fourth meridian.
	22	357 W	2,352-97	158	On N. side of road.
2	26	218 E	2,301-49	150	On N. side of road.
	22	447 E	2,183-41	146	
3	26	1542 E	2,178-61	145	
	22	536 N	2,185-22	139	
4	24	227 W	2,216-15	134	In rge. 4 the levels run around the south side of Bouncing Lake.
	21	448 E	2,225-60	131	
5	24	618 N	2,210-27	127	
	22	242 E	2,471-40	121	
6	26	304 W	2,677-69	116	On N. side of road.
	22	272 W	2,482-19	113	
7	26	304 W	2,469-11	108	
	22	369 E	2,456-38	104	
8	26	280 E	2,693-60	101	
	22	228 W	2,635-13	97	
9	26	360 W	2,614-28	94	Could not be located in 1947
	22	344 W	2,512-77	90	
10	26	499 E	2,468-62	87	
	22	328 E	2,531-42	84	
11	26	372 E	2,521-62	80	Could not be located in 1947
	22	737 W	2,553-67	77	" " " " " "
12	26	282 N	2,628-92	190	East outline of range 12.
	22	295 E	2,629-18	73	Could not be located in 1947.
			2,679-67	Z-25	See Fleet.
13	26	375 W	2,706-01	69	
			2,725-47	Z-24	See Fleet.
13	22	547 E	2,700-39	65	
14	26	269 W	2,679-79	62	Could not be located in 1947.
	22	315 W	2,687-47	59	" " " " " "
15	26	600 E	2,684-59	55	
	22	375 E	2,697-60	53	
16	26	296 W	2,767-66	47	

TENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY TOWNSHIP 36, RANGES 23 TO 26

Levelled by J. B. Alexander, D.L.S., in 1920.

Rge.	Sec.	Distance from N.E. Cor	Elevation Feet	B.M. No.	Remarks
23	36	529 W	2 602-07	43	See Louisiana.
	34	301 E	2 962-90	43	
			2 960-38	52-F	
24	36	238 E	2 901-91	39	On N. side of road.
	33	290 W	2 046-66	38	
	35	295 E	2 138-34	33	
25	33	245 E	2 091-25	28	Could not be located in 1947
	32	180 W	2 172-79	25	
	31	135 W	2 138-85	22	
27	36	217 W	2 167-88	18	See Penhold.
	33	517 W	2 176-48	13	
			2 654-14	H-23	
28	33		2 936-93	6	170 ft. W. of W. limit of Calgary and Edmonton road and near N. $\frac{1}{4}$ cor. Could not be located in 1947
1	36	208 N	2 652-58	1	Fifth meridian.

ELEVENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 40, RANGES 1 TO 28

Levelled by L. O. R. Desautels, D.L.S., in 1918.

Rge.	Sec.	Distance from N.E. cor	Elevation feet	B.M. No.	Remarks
1	34	200 S	2 306-88	287	Fourth meridian.
	34	269 W	2 332-55	42	
2	36	304 E	2 311-23	41	Distance is from N. $\frac{1}{4}$ cor.
	33	248 W	2 135-59	40	
3	36	330 W	2 189-08	39	" " " " "
	32	323 W	2 309-51	39	
4	34	135 W	2 308-39	37	East outline of range 3.
5	36	543 E	2 356-84	35	
6	32	223 W	2 336-37	35	Distance is from N. $\frac{1}{4}$ cor.
	34	407 E	2 340-93	34	
7	31	245 E	2 308-96	33	21 ft. W. of fourth telephone pole E. of N. $\frac{1}{4}$ cor.
	33		2 330-29	32	
8	35	325 W	2 478-27	31	East outline of range 3.
	31	406 W	2 433-06	30	
9	33	63 W	2 659-98	29	Distance is from N. $\frac{1}{4}$ cor.
	35	874 W	2 392-92	28	
10	32	331 W	2 453-44	27	Distance is from N. $\frac{1}{4}$ cor.
	33	1158 E	2 416-70	26	
11	36				East outline of range 13.
	35	233 W	2 432-61	25	
12	31	285 W	2 359-48	24	130 ft. W. of a witness post.
	33	290 W	2 334-04	23	
13	35	282 W	2 335-22	22	
	31	334 W	2 347-65	21	

ELEVENTH BASE LINE WEST OF FOURTH MERIDIAN—Continued

North Boundary of Township 40, Ranges 1 to 28—Continued

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
15	33	665 E	2,368 88	30	
16	35	756 W	2,375 50	19	
	31	459 W	2,415 51	18	50 ft. S. of the line; highest point of large boulder
17	36	736 W	2,449 43	17	
	32	926 W	2,492 74	16	
18	34	630 W	2,511 79	15	
19	36	698 E	2,554 31	14	
	32	685 E	2,718 58	13	
21	33	634 E	2,575 32	12	Buffalo Lake crosses 10 ft. north of line.
	31	597 E	2,638 39	11	Could not be located in 1947
22	33	571 E	2,600 48	10	
			2,608 57	9	See Mirror.
23	35	249 W	2,387 41	9	Distance is from N. $\frac{1}{4}$ cor.
	33	568 W	2,508 85	8	" " " "
24	31	277 E	2,739 83	6	
25	36	587 E	2,654 15	5	Could not be located in 1947
26	35	354 E	2,015 26	4	" " " " " "
			2,764 14	H-25	See Lacombe.
	31	217 W	2,614 08	3	Could not be located in 1947.
27	33	342 E	2,979 37	2	
28	35	195 W	2,991 94	1	About $\frac{1}{4}$ mile E. of Gull Lake. Could not be located in 1947

TWELFTH BASE LINE WEST OF FOURTH MERIDIAN

North Boundary of Township 44, Ranges 1 to 28.

Levelled by J. B. Alexander, D.L.S., in 1920

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	36	343 E	2,063 77	1	Fourth meridian.
	32	508 E	1,988 28	4	
2	36	586 E	2,046 15	9	Distance is from N. $\frac{1}{4}$ cor.
	34	348 W	2,136 18	12	
3	36	279 E	2,141 26	10	
	32	242 E	2,301 50	19	
4	36	327 E	2,368 59	22	On N. side of road.
	32	219 W	2,367 68	26	Distance is from N. $\frac{1}{4}$ corner
5	36	220 W	2,207 29	30	East outline of range 3. Could not be located in 1944-45.
	32	500 W	2,140 04	33	250 ft. W. of a witness post. Could not be located in 1944-45.
6	36	262 E	2,200 08	36	
	32	269 W	2,331 25	39	
			2,337 07	34H	See Walnwright.
7	36	341 N	2,320 08	42	Could not be located in 1944-45.
	32	218 W	2,231 18	48	
8	36	330 E	2,183 78	49	
	32	530 N	2,231 48	50	

TWELFTH BASE LINE WEST OF FOURTH MERIDIAN—*Continued*NORTH BOUNDARY OF TOWNSHIP 44, RANGES 1 TO 28—*Continued*

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
9	36	307 E	2,245.91	67	East outline of range 9.
	33	371 E	2,245.82	70	
10	36	691 E	2,231.32	73	181 ft. W. of road post No. 1, and 600 ft. W. of W. side of small lake
	33		2,148.17	76	
11	36	384 W	2,176.13	80	
	33	612 E	2,243.17	83	
12	36	391 W	2,308.41	86	
	33	288 W	2,243.37	89	
13	36	317 E	2,255.10	92	East outline of range 12. On N. side of road.
	33	344 E	2,181.25	95	
14	36	511 E	2,238.14	98	
	33	464 W	2,272.27	102	
15	36	384 E	2,269.74	105	
	33	474 W	2,291.53	108	
16	36	108 W	2,337.37	109	300 ft. S. of the line, and 47 feet N. of centre of C.P.R. track
	33	108 W	2,321.56	112	
17	36	244 S	2,305.04	115	
	33	281 E	2,317.15	118	
	31	259 N	2,302.82	122	
18	36	377 W	2,347.39	120	
	33	215 W	2,373.62	123	
20	36	305 E	2,448.19	140	Could not be located in 1947 Distance is from N $\frac{1}{2}$ cor.
	33	291 W	2,474.75	145	
21	36	302 W	2,456.45	149	Could not be located in 1947 See New Norway
			2,455.97	152F	
	33	205 E	2,546.70	153	
22	36	612 E	2,483.30	156	Could not be located in 1947
	33	337 W	2,532.50	161	
	36	312 W	2,497.17	164	
23	33	268 S	2,627.11	167	Could not be located in 1947
	36	256 W	2,549.26	172	
24					(a) on N. side of road. Could not be located in 1947
	36	368 E	2,561.96	176	
			2,624.55	H-30A	See Habbema.

The line of levels here crosses an Indian Reserve.

26	36	376 W	2,640.99	185	Distance is from N $\frac{1}{2}$ cor.
	33	180 W	2,748.94	190	
27	36	579 W	2,791.95	193	
	33	641 E	2,804.67	197	
28	36	342 W	2,764.41	200	
	33	221 W	2,948.50	204	
1	36	249 E	2,607.05	205	Fifth meridian.

(a) In range 24 the survey monuments are on the north side of the road allowance.

THIRTIETH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 48, RANGES 1 TO 28

Ranges 1 to 11 levelled by J. B. Alexander, D.L.S., in 1931

Ranges 12 to 28 levelled by R. H. Montgomery, D.L.S., in 1919

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B M No.	Remarks
1	33	138 N	2,149.94	281	Fourth meridian.
	33	245 W	2,148.84	180	
2	33	218 E	2,092.81	157	
	33	195 E	2,335.71	154	
3	33	246 W	2,218.43	150	
	33	260 W	2,257.15	147	
4	33	399 E	2,230.53	144	
	33	287 E	2,183.83	142	
5	33	243 N	2,172.11	139	East outline of range 5. 367 ft. W of a witness post. Distance is from N $\frac{1}{4}$ cor.
	33	301 W	2,251.99	134	
6	33	392 E	2,082.16	129	
	33	170 E	2,168.29	126	
7	33	292 W	2,264.70	122	
	33	212 E	2,234.79	119	
8	33	268 E	2,282.49	116	
	33	344 N	2,367.50	113	
9	33	641 E	2,314.15	110	East outline of range 9.
	33	394 E	2,312.52	104	
10	33	440 W	2,368.23	100	
	33	600 E	2,281.36	97	
11	33	342 E	2,318.99	93	270 ft. E. of a witness post. Could not be located in 1947
	33	535 E	2,221.92	89	
12	33	281 W	2,268.96	86	
13	33	511 W	2,284.99	28	East outline of range 12.
14	33	399 W	2,249.96	27	Could not be located in 1947
14	32	218 W	2,237.99	26	Could not be located in 1947
15	34	483 E	2,238.01	25	
			2,284.18	46 H	See Holden.
16	32	391 W	2,283.24	23	
17	34	375 E	2,349.84	22	Could not be located in 1947
18	33	322 W	2,349.32	21	" " " " " "
	33	304 W	2,386.88	20	
19	33	400 W	2,371.27	19	
	33	200 W	2,469.07	18	In poor condition
			2,453.16	74 F	See Kingman. Could not be located in 1947
20	33	371 W	2,494.28	17	Could not be located in 1947
	33	306 W	2,526.13	16	
21	33	644 E	2,546.06	15	479 ft. E. of a witness post. Could not be located in 1947
	33	368 W	2,517.40	14	In poor condition
22	33	329 W	2,522.08	13	Could not be located in 1947
	33	415 W	2,594.72	12	
23	33	632 E	2,484.82	11	Distance is from N $\frac{1}{4}$ cor.
	33	273 N	2,506.22	10	2 miles S. of the base line.
24	34	335 N	2,504.13	9	
	34	435 W	2,496.28	8	On base line
25	33	796 W	2,437.01	7	
			2,482.00	H-45A	See Kavanagh.
	33	420 W	2,446.47	6	
26	34	377 W	2,459.14	5	
27	33	377 W	2,480.67	4	
	33	392 W	2,499.84	3	Could not be located in 1947.
28	34	290 W	2,573.14	2	291 ft. E. of 24th meridian. Could not be located in 1947

FOURTEENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 12, RANGES 1 TO 23

Levelled during Retracement Survey in 1918

Rgs.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	33	132 N	2,032 99	304	Fourth meridian.
	32	198 W	1,970 84	4	
2	34	462 E	2,041 65	8	198 ft. E. of a witness post.
3	35	198 W	2,103 25	12	
	33	198 W	1,936 41	16	
4	34	198 W	2,048 09	20	
5	35	198 W	1,990 29	24	
7	35	198 W	2,048 96	36	
	32	198 W	2,083 70	40	
8	34	1452 W	2 211 72	44	198 ft. E. of a witness post.
9	35	198 W	2 235 17	48	96 ft. N and 198 ft. W of a witness post.
	32	198 W	2,201 52	52	
10	34	198 W	1,989 80	56	
11	35	191 W	2,189 61	60	126 ft. W of a witness post.
	33	198 W	2,231 43	64	
12	35				East outline of range 12. (See B.M. 68.)
	34	198 W	2,220 15	68	
	31	77 W	2 211 34	71	26 ft. E. of a witness post, mark on boulder.
13	34	198 W	2,147 17	74	
14	35	198 W	2,208 28	78	
	33	198 W	2,071 13	81	Could not be located in 1947
15	35	198 W	2,073 61	84	
16	35	238 S	2 172 99	90	See list of township outlines, ranges 16 to 23.
16	35		2,187 73	L-9	See Royal Park.
	33	231 W	2,243 54	94	297 ft. W of a witness post.
17	34	234 W	2,242 82	98	
18	35	239 W	2,263 58	102	
19	35	244 W	2,232 33	106	
	32	232 W	2,269 18	112	
20	34	233 W	2 334 74	116	
21	35	239 W	2,404 54	120	
	33	198 W	2 434 60	124	
			2,338 27	45-H-2	See Ardrossan.
22	33	198 E	2,368 19	128	Bronze cap has been removed.
23	35	198 W	2,407 11	132	
	33	212 W	2,347 60	136	
24	34	318 E	2,187 06	140	Could not be located in 1947
			2,148 47	80H	See Edmonton.
			2,187 27	L-1	
			2,191 26	144	Top of hydrant, at corner of Jasper Avenue and 123rd Street, Edmonton.
25	35	238 W	2,294 04	150	
1	35	198 W	2,293 81	153	Fifth meridian.

FIFTEENTH BASE LINE WEST OF FOURTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 55, RANGES 1 TO 27

Levelled by C. A. R. Lawrence, D.L.S., in 1923.

Rgn.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	33	146 W	2,175.41	190	Fourth meridian.
	32	530 E	2,164.81	188	266 ft. W. of a witness post.
2	36		2,198.29	181	294 ft. W. of high water mark on W. side of a small lake at NE. cor. sec. 36.
	34	209 W	1,988.07	178	Distance is from N $\frac{1}{4}$ cor. Fishing Lake crosses.
	32	1406 W	1,974.31	175	214 ft. W. of a witness post. Frog Lake crosses.
3	34	1799 W	1,915.55	173	388 ft. W. of high water mark on W. side of Frog Lake.
4	36	267 W	2,020.50	167	
	32	207 E	1,990.82	163	
5	36	276 E	2,104.29	158	
6	36	284 W	1,969.02	150	

Levels run W along surveyed road through centre of sec. from E $\frac{1}{4}$ cor. sec. 4-57-6 to E $\frac{1}{4}$ cor. sec. 4-57-7

6	4	281 E	1,966.12	147	Distance is from E $\frac{1}{4}$ cor.
7	1		1,967.75	142	285 ft. W. of intersection of middle N. and S. line of sec. 1; on S. side of surveyed road.
	4	348 E	1,981.72	140	246 ft. E. of intersection of E. bdy sec. 4, on S. side of surveyed road.

Going west along baseline.

8	36	295 W	2,111.17	136	
8	34	230 W	2,000.70	133	Distance is from N $\frac{1}{4}$ cor.
	31	192 W	2,141.08	127	
9	33	261 W	2,168.19	123	On N. side of road.
10	30	256 W	2,222.96	120	7 ft. S. of S. side of road allowance on the crest of a hill.
			2,120.20	DD-27	See St. Paul.
	33	243 W	2,111.91	117	On N. side of road.
11	30	218 W	2,080.56	113	
	35	248 W	2,083.42	110	On N. side of road
12	36	271 W	2,067.31	106	East outline of range 12. On N. side of road.
	34	271 W	2,046.32	103	Distance is from N. $\frac{1}{4}$ cor. North Saskatchewan River crosses.
13	36	278 W	2,063.96	99	On N. side of road.
	33	263 E	2,127.94	96	
14	36	253 W	2,144.06	93	
	33	236 S	2,165.82	90	
15	36	243 W	2,043.88	87	
	33	229 S	2,068.14	85	
16	36	261 W	2,067.21	82	On N. side of road.
	33	249 S	2,064.09	79	
17	36	266 S	2,065.76	76	
	33	278 W	2,087.12	72	
18	36	230 W	2,093.87	69	See lat. of township outlines, ranges 16 to 23.
	13	274 S	2,123.16	66C	3 miles S. of the base line.
18	30	445 W	2,193.51	106	Up. 33 $\frac{1}{2}$ miles S. of the base line.
18	33	221 W	2,094.15	66	Continuing W. along the base line.
19	36	273 E	2,089.67	62	
	33	245 W	2,075.44	59	
20	36	224 W	2,040.04	56	
	33	247 S	2,028.72	53	North Saskatchewan River crosses.

FIFTEENTH BASE LINE WEST OF FOURTH MERIDIAN -Concluded

North Boundary of Township 50, Ranges 1 to 37—Concluded

Rgn.	Sec.	Distance from N.E. cor.	Elevation feet	R.M. No.	Remarks
21	36	152 E	1,977 16	47	Distance is from N. $\frac{1}{4}$ cor.
	33	183 W	2,042 24	44	
22	36	245 E	2,091 56	41	On N. side of road.
	33	260 E	2,109 00	38	On E. side of road. See Pedersah.
	31	278 S	2,147 53	35	
			2,161 04	V-4	
23	33	284 W	2,171 23	30	2½ N. of N. side of road.
24	36	266 W	2,215 12	27	
	33	299 W	2,303 55	24	
	36	409 E	2,324 25	20	
25	33	365 E	2,311 37	17	On N. side of road. See Mearna.
	36	286 W	2,327 53	13	
	33	274 W	2,337 00	10	
26			2,359 53	U-8	Fifth meridian.
	36	278 W	2,375 55	7	
27	33	284 W	2,202 25	4	Fifth meridian.
	36	309 W	2,332 59	1	

SIXTEENTH BASE LINE WEST OF FOURTH MERIDIAN

North Boundary of Township 50, Ranges 1 to 37

Levelled by H. E. Read, D.L.S., in 1924

Rgn.	Sec.	Distance from N.E. cor.	Elevation feet	R.M. No.	Remarks
1	36	330 W	1,775 71	172	Fourth meridian.
	33	289 W	1,839 97	169	
2	36	345 W	1,838 25	166	1,673 ft. E. of a witness post and 637 ft. W. of N. $\frac{1}{4}$ cor. sec. 31-60-2.
	33	360 E	1,809 35	163	
3	36	2669 E	1,814 73	160	Ernestine Lake crosses. 300 ft. W. of a witness post. Distance is from N. $\frac{1}{4}$ cor., R.M. is 20 ft. E. of a trail.
	33	248 W	1,877 59	156	
4	36	266 W	1,928 14	152	East outline of range 5.
	34	732 W	1,837 29	150	
5	36	262 W	1,832 62	148	Moose Lake crosses.
	33	372 E	1,832 26	145	
6	36	308 W	1,827 13	140	East outline of range 6.
	33	305 E	1,835 90	137	
7	33	255 W	1,768 79	134	East outline of range 7.
8	36	322 W	1,827 63	132	
	33	428 E	1,960 73	128	East outline of range 8.
9	36	255 W	1,964 66	126	
	33	231 W	2,018 65	123	Distance is from N. $\frac{1}{4}$ cor.
10	36	436 W	2,060 46	119	
	33	262 E	2,119 62	115	

SIXTEENTH BASE LINE WEST OF FOURTH MERIDIAN—Concluded

North Boundary of Township 60, Range 1 to 37—Concluded

Sta.	Sec.	Distance from NE. cor.	Elevation feet	B. M. No.	Remarks
11	36	368 E	2,161 12	112	
11	38	188 W	2,065 17	108	
12	36	589 E	1,987 97	105	Flotingstone Lake crosses.
	38	258 W	2,045 64	103	Distance is from N. $\frac{1}{4}$ cor.
13	36	316 E	2,028 30	102	Reed Lake crosses.
	34	342 W	2,120 20	98	Distance is from N. $\frac{1}{4}$ cor.
14	36	822 W	2,185 45	95	
	38	212 W	2,265 45	92	
15	36	622 W	2,278 30	89	
	38	282 E	2,263 53	86	
16	36	266 E	2,174 80	83	
	38	281 W	2,257 44	80	
17	36	284 E	2,095 25	77	East outline of range 17.
	38	284 W	2,193 45	73	
18	36	268 E	1,978 20	69	
	38	628 W	2,171 72	67	
19	36	368 W	2,217 51	63	
	38	778 N	2,174 47	60	
20	36	1880 W	2,141 69	57	
	38	218 W	2,152 83	54	
21	36	240 S	2,182 44	51	
			2,159 57	V-13	See Abee. Could not be located in 1947
	38	468 W	2,141 45	47	
22	36	225 S	2,170 06	44	
	38	234 W	2,180 22	41	On N. side of road.
23	36	266 E	2,226 40	38	
	38	408 E	2,271 02	34	
24	36	271 W	2,114 79	31	206 ft. W. of a witness post.
			2,124 40	D-38	See Line Edmonton to Athabasca.
24	38	144 S	2,114 77	24	
25	36	267 E	2,082 20	21	
	38	224 W	2,066 59	17	
26	36	309 N	2,078 05	14	
	38	444 E	2,126 69	12	
			2,061 34	U-18	See Ft. Brock.
27	36	267 S	2,028 25	9	
	38	525 E	2,022 66	5	231 ft. E. of a witness post, about 1 mile E. of Fifth meridian.
1	36	277 S	2,024 60	1	Fifth meridian.

EAST OUTLINE OF RANGE 2, WEST OF FOURTH MERIDIAN

TOWNSHIPS 21 AND 22

See Sixth Base West of Fourth Meridian.

EAST OUTLINE OF RANGE 5, WEST OF FOURTH MERIDIAN

Townships 3 and 4

Levelled by E. W. Berry, D.L.S., in 1924.

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
3	30	309 W	3,140 53	25	First correction line.
3	18	309 W	3,348 29	3	
	36	near	3,221 85	613	Reclamation Service B.M. Bronze cap on 3-inch pipe within a few ft. of tp. cor.
4	18	402 N	3,446 71	9	Canadian Pacific Railway crosses.
	36	346 W	3,136 53	25	Second base line.

EAST OUTLINE OF RANGE 5, WEST OF FOURTH MERIDIAN

Townships 41 to 43

Levelled by J. E. Alexander, D.L.S., in 1921

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
40	36	543 E	2,259 84	36	Eleventh base line.
41	12	915 S	2,176 25	3	
	36	260 S	2,229 04	6	
42	12	144 N	2,324 22	10	
43	1	258 N	2,350 52	15	Distance is from SE. cor.
	12	200 S	2,274 18	18	
	36	268 N	2,183 25	21	
44	12		2,167 55	24	On N. side of C.N. Ry. right of way, and 360 ft. E. of E. side of sec. 12.
	36	220 W	2,185 66	24H	See Heath.
45	12	523 N	2,219 23	29	Twelfth base line.
	36	212 N	2,350 91	34	
46	12	292 S	2,272 07	37	
	36	217 W	2,254 34	41	
47	24	258 N	1,883 57	48	
	36	321 N	2,159 77	52	
48	12	240 S	2,128 64	55	
	36	246 N	2,172 11	139	Thirteenth base line.

EAST OUTLINE OF RANGE 3, WEST OF FOURTH MERIDIAN

Townships 60 to 62

Levelled by H. E. Read, D.L.S., in 1924.

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
60	23		1,847.64	75	343 ft. N. of N. end of Murid Lake, and 57 ft. S. of SW cor. of a barn in the corner of a garden fence near E. $\frac{1}{4}$ cor. sec. 23.
60	23	282 W	1,332.62	146	Sixteenth base line.
61	13	315 S	1,816.28	61	
	20	815 S	1,817.65	64	
62	13	264 S	1,808.92	67	
	26	240 S	1,799.29	70	330 ft. S. of a witness post.

EAST OUTLINE OF RANGE 9, WEST OF FOURTH MERIDIAN

Townships 1 to 16

Levelled by C. A. E. Lawrence, D.L.S., in 1922.

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
			2,532.79		Mark on concrete base of International Boundary monument No. 364, about 2 9 miles E. of this outline.
			2,627.15		Mark on concrete base of International Boundary monument No. 363, about 1 4 miles E. of this outline.
1	1	319 N	2,342.22	1	Distance is from S.E. corner
	13	305 S	2,443.63	4	
	20	315	2,812.74	7	
2	24	432 S	2,849.42	618	(R) Distance is from E. $\frac{1}{4}$ cor.
3	1	near	2,875.60	473	(R) First correction line, near S.E. cor.
	24	800 S	2,951.64	19	
	20	near	2,950.25	472	(R)
4	13	307 S	2,850.49	20	On E. side of road.
	20	near	2,860.13	474	(R) Second base line.
5	13	328 S	2,550.05	20	
	20	near	2,859.15	475	(R) In poor condition.
6	13	305 N	2,804.89	34	Could not be located in 1947
	20	near	2,808.50	476	(R)
7	24	269 S	2,745.20	41	
	20	349 N	2,762.46	43	On E. side of road.
8	13	308 S	2,719.81	46	
	20	352 W	2,662.74	99	Third base line.
9	13	378 N	2,622.74	61	
9	20	279 S	2,616.99	54	
10	13	261 S	2,603.38	57	Could not be located in 1947
	20	277 S	2,772.80	60	On E. side of road.
			2,724.22	170C	See Winnifred.
11	13	288 S	2,727.36	64	
	20	298 S	2,666.52	67	Could not be located in 1947.
12	13	306 S	2,680.09	70	
	20				Fourth base line. (See B.M. 126.)

EAST OUTLINE OF RANGE 9, WEST OF FOURTH MERIDIAN—Concluded

Townships 1 to 16—Concluded

Tp.	Sec.	Distance from N.E. cor	Elevation feet	R.M. No.	Remarks
13	1	227 S	2,325 48	74	Distance is from E. $\frac{1}{4}$ cor
	24	411 W	2,546 90	128	
	36	227 S	2,533 53	79	
14	13	224 S	2,420 48	82	See Saffield.
			2,459 54	377D	
	36	227 S	2,366 79	85	
15	13	251 S	2,459 67	89	
	36	300 S	2,469 12	92	
	36	207 S	2,556 21	95	
16	13	207 S	2,511 38	58	Fifth base line.
	36	268 W			

EAST OUTLINE OF RANGE 9, WEST OF FOURTH MERIDIAN

Townships 41 to 43

Levelled by J. B. Alexander, D.L.S., in 1931

Tp.	Sec.	Distance from N.E. cor	Elevation feet	R.M. No.	Remarks
40	31	406 W	2,433 08	30	Eleventh base line. Range 9.
41	13	246 N	2,440 81	57	
	36	661 S	2,469 73	54	
42	13	536 S	2,357 60	51	
	36	206 S	2,309 77	47	
	12	887 S	2,381 47	44	
43	1	200 N	2,071 49	33	Distance is from E. $\frac{1}{4}$ cor
	13	498 N	2,376 63	29	
	36	267 E	2,385 81	67	
44			2,198 40	38H	Twelfth base line. See Irma.
	24	240 N	2,217 00	23	
	36	666 S	2,314 53	20	
45	13	464 S	2,279 17	16	Distance is from E. $\frac{1}{4}$ cor.
	36	289 S	2,185 31	13	
46	13	433 S	2,326 58	8	
	36	268 N	2,179 24	6	
47	13	278 N	2,147 64	8	Thirteenth base line.
	36	661 E	2,314 16	110	

EAST OUTLINE OF RANGE 9, WEST OF FOURTH MERIDIAN

Townships 58 to 60

Levelled by H. E. Read, D.L.S., in 1924.

The levels commence at St. Paul and run N. along the central meridian of tp. 58 rgs. 9 to the N. bdy of the tp., and then run E. to the E. bdy of the tp.

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
58	16	357 N	2,120 20	DD-27	See St. Paul.
	23	332 W	2,138 75	112	
	23	332 W	2,172 52	113	
59	1	306 N	2,140 67	118	Distance is from SE. cor. sec. 1.
	13	330 N	2,003 84	121	
	36	336 N	2,031 84	124	
60	13	329 E	2,007 57	127	336 ft. N. of a witness post.
	13	329 E	2,007 57	127	
	36	355 W	1,964 60	125	

EAST OUTLINE OF RANGE 12, WEST OF FOURTH MERIDIAN

Townships 17 to 58

Tps. 17 to 19 levelled by C. A. R. Lawrence, D.L.S., in 1922.

Tps. 20 to 58 levelled by J. B. Alexander, D.L.S., in 1917.

Tp.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
16	36	405 E	2,454 60	66	Fifth base line.
17	13	329 E	2,444 20	8	
	36	335 N	2,453 75	7	
18	13	327 N	2,478 17	10	
	36	327 E	2,505 16	15	
	19	329 N	2,543 76	18	
20	1	227 N	2,493 84	245 D	See Deahart.
			2,488 72	255	
	2		2,494 63		
	12	S E	2,418 60	.	(C) Iron bar on NE. side of C.P.Ry. and 18 ft. SW. of the first telegraph pole E. of mileboard 75.
	36				
	36				
31	34	322 N	2,312 75	296	Sixth base line. (See B.M. 304.)
23	13	342 E	2,302 92	291	
	36	178 W	2,303 16	287	
23	34	379 N	2,315 60	283	
24	12	311 N	2,323 65	279	
	36	306 N	2,337 16	272	
25	34	345 E	2,305 48	287	Seventh base line.
26	13	318 E	2,484 40	281	
27	1	293 E	2,505 03	235	Distance is from SE. cor.
	34	347 E	2,495 60	249	
28	12	351 E	2,429 03	244	
28	36	328 N	2,334 11	237	
29	34	375 N	2,356 04	233	
30	13	374 E	2,545 49	229	On E. side of road.
			2,525 91	S-104	
31	1	366 E	2,528 24	232	See Stammers.
	13	772 N	2,521 88	219	

EAST OUTLINE OF RANGE 12, WEST OF FOURTH MERIDIAN—Concluded

Townships 17 to 54—Concluded

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	R.M. No.	Remarks
32	12	899 S	2,537 48	213	Ninth base line.
	36	344 S	2,551 60	208	
33	24	249 S	2,576 23	205	
34	12	879 S	2,572 11	199	On E. side of road.
	36	290 S	2,574 65	196	
35	12	303 S	2,620 44	188	
	36	232 N	2,604 73	L-38	See Federal.
37	24	340 S	2,626 92	180	
38	12	313 S	2,514 45	175	
39	2		2,492 11	170	On railway bridge over Battle River, on top of northerly side of westerly pier, on the concrete bridge east of the shore span, and about 3½ ft. above east of main span.
			2,127 62	163	
	11	313 N	2,380 29	180	
	36	482 S	2,410 52	164	Distance is from E. ¼ cor.
40	24	339 N	2,409 07	149	
	36	333 W	2,428 61	25	
41	12	246 N	2,515 17	143	Eleventh base line.
	36	272 S	2,247 62	137	
42	24	150 S	2,280 01	133	
43	12	290 S	2,304 05	127	34 ft. E. of a witness post.
43	36	280 S	2,242 29	122	
Through tp. 44, and southerly part of tp. 45 the levels run a considerable distance to the W. of the outline.					
44	5	315 S	2,206 43	118	Distance is from E. ¼ cor.
	21	335 S	2,216 45	111	
	32	288 W	2,243 37	69	
45	9	454 S	2,290 14	106	Twelfth base line.
	24	85 S	2,380 65	101	
	35	171 N	2,391 31	97	
45	24	838 N	2,378 64	91	Distance is from N. ¼ cor.
			2,297 24	42 B	
47	12	442 N	2,267 35	68	See Phillips.
	35	234 N	2,324 67	61	
	36	234 N	2,324 67	61	
48	24	443 S	2,325 63	75	On E. side of road.
	36	281 W	2,268 86	66	
	36	281 W	2,268 86	66	
49	1	204 N	2,247 65	71	In poor condition
	36	519 N	2,217 86	65	
	38	63 E	2,224 98	59	
					Distance is from E. ¼ cor.
					Distance is from N. ¼ cor.
Through tp. 50 and southerly part of tp. 51 the levels run around W. side of Birch Lake.					
50	20	488 N	2,217 44	52	On E. side of road.
			2,101 42	L-36	
51	25	1789 N	2,250 05	7	See Ranfurly.
52	24	681 N	2,264 96	12	
	34	198 W	2,230 15	63	
					Fourteenth base line.
Through tps. 53, 54, and 55 the levels run a considerable distance to the W. of the outline.					
53	1	1025 N	2,250 39	17	
53	16	271 W	2,181 66	23	
	32	559 S	2,189 12	27	
54	31	249 E	2,030 69	34	Distance is from N. ¼ cor.
55	22	624 N	1,934 39	41	
	34	213 S	1,908 95	45	
55	12	244 N	2,024 45	48	Distance is from E. ¼ cor., 64 ft. E. of line.
	36	271 W	2,037 31	106	
					Fifteenth base line.

EAST OUTLINE OF RANGE 13, WEST OF FOURTH MERIDIAN

Townships 3 to 5

Levelled by E. W. Barry, D.L.S., in 1924.

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
2	36	near	3,041.85	622	(R) First correction line.
3	13	311 S	3,025.48	408	
	36	near	3,038.90	623	(R)
4	13	296 S	3,000.59	408	On E. side of road.
	36	near	3,004.88	624	(R) Second base line.
5	13	281 S	3,054.54	414	
	36	near	3,053.08	625	(R)
6	13	296 S	3,040.36	419	
	36	near	3,038.76	409	(R)
7	13	293 N	3,354.55	426	Distance is from E. $\frac{1}{4}$ cor.
	36	near	3,730.61	437	(R)
8	13	288 S	3,763.28	432	
	36	near	3,713.01	438	(R) Third base line.

EAST OUTLINE OF RANGE 17, WEST OF FOURTH MERIDIAN

Townships 1 to 16

Tps. 1 to 8 levelled by C. A. R. Lawrence, D.L.S., in 1923.

Tps. 9 to 16 levelled by N. S. Clouston, D.L.S., in 1921.

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	1		3,633.97		B.M. placed by International Boundary Commission, on top of brass cap in concrete base of International Boundary monument No. 327, about $\frac{3}{4}$ mile W. of this outline.
	1	517 N	3,611.11	104	Distance is from SE. cor.
	13	309 S	3,664.08	100	
	36	340 S	3,618.20	97	
2	13	336 S	3,481.77	94	
	36	336 S	3,447.12	630	(R) Distance is from E. $\frac{1}{4}$ cor.
2	36	343 W	3,529.04	102	(R) First correction line.
3	1	near	3,535.26	236	(1) Round iron post alongside tp. cor post, at SE. cor of sec. 1.
	1	near	3,479.09	528	(R)
	13	366 S	3,294.86	86	
			3,327.99	210C	See Warner.
	36	near	3,365.36	527	(R)
4	13	383 S	3,321.79	81	Could not be located in 1947.
	36	near	3,240.09	529	(R) Second base line. Could not be located in 1947.
5	13	388 S	3,161.88	78	
	36	near	3,118.87	530	(R)
6	36	near	3,113.18	531	(R) Could not be located in 1947
7	13	381 S	3,061.59	84	
	36	near	3,003.34	532	(R)
8	13	307 S	2,905.94	57	Could not be located in 1947
	36	near	2,777.34	533	(R) Third base line.

EAST OUTLINE OF RANGE 17, WEST OF FOURTH MERIDIAN Concluded

Townships 1 to 16—Concluded

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
9	12	275 N	2,743 51	59	Could not be located in 1947
			2,663 03	156C	See Taber
	36	276 S	2,663 80	47	Could not be located in 1947
	36	near	2,663 07	535	(R)
10	12	299 S	2,630 74	43	Could not be located in 1947
11	1	near	2,599 72	537	(R) SE. cor. of sec. 1
	12	312 N	2,599 37	37	
	36	310 S	2,588 76	34	
	36	near	2,593 44	538	(R)
12	12	285 S	2,514 99	81	
	36	335 S	2,504 73	37	Fourth base line.
	36	near	2,497 12	539	(R)
13	12	258 S	2,511 0	24	Could not be located in 1944-45.
	36	269 S	2,517 65	20	
	36	near	2,514 04	540	(R)
14	12	299 S	2,547 84	17	
15	6	290 W	2,505 75	18	Distance is from S. $\frac{1}{2}$ cor., pgs. 15.
	12	295 S	2,517 45	9	
	36	261 S	2,495 81	8	
16	12	260 S	2,518 02	3	
	36	514 W	2,511 27	79	Fifth base line.

EAST OUTLINE OF RANGE 17, WEST OF FOURTH MERIDIAN

Townships 59 and 60

Levelled by H. E. Read, D.L.S., in 1924.

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
59 60	36	210 S	1,999 43	OD-9	See Smoky Lake.
	12	234 N	1,985 18	111	
	36	234 E	2,024 33	108	
			2,086 25	77	Sixteenth base line.

EAST OUTLINE OF RANGE 28, WEST OF FOURTH MERIDIAN

Townships 1 to 4

Levelled during Retracement Survey in 1918.

Tr.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	1	184 W	5,060 82	13	Top of concrete base of International Boundary monument No. 283, 66 ft. south.
2	1	1204 S	4,508 25	7	Distance is from SE. cor. sec. 1.
	12	850 S	4,855 82	6	Distance is from E. $\frac{1}{4}$ cor., 78 ft. W. of the line, mark on boulder about 1 cu. yd.
	24	278 S	4,370 12	5	Mark on boulder.
3	1	near	4,182 47	45	(I) Round iron post.
	12	403 S	4,051 18	043	(R)
	13	187 N	3,931 68	3	2 ft. W. of the line, mark on limestone boulder.
	24	264 S	3,849 58	2	
4	12	415 S	4,040 44	1	54 ft. W. of the line, mark on limestone boulder about 6 cu. yds.
	24	194 E	3,808 75	86	Second base line.

EAST OUTLINE OF RANGE 30, WEST OF FOURTH MERIDIAN

Townships 9 to 12

Levelled during Retracement Survey in 1918.

Tr.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
8	36	791 N	4,063-03	19	Third base line. On E. side of road. Mark on boulder 4 ft. by 2 ft. and 1 $\frac{1}{4}$ ft. above ground.
9	12	54 N	4,254 80	21	118 ft. W. of the line, mark on boulder 2 ft. by 1 ft. and 7 ins. above ground.
	24	787 N	4,778 80	24	15 ft. E. of the line, mark on granite boulder, 2 ft. by 2 ft. and 6 ins. above ground.
	36	487 S	4,506 34	26	149 ft. W. of the line, mark on granite boulder 4 ft. by 3 ft. and 1 ft. above ground.
10	12	1273 N	4,454 47	28	11 ft. W. of the line, mark on quartzite boulder 3 ft. by 2 ft. and 7 ins. above ground.
	24	1875 S	4,426 02	30	22 ft. W. of the line, mark on limestone boulder 3 ft. by 1 ft. and 10 ins. above ground.
	36	1466 S	4,305-66	32	4 ft. E. of the line, mark on quartzite boulder, 3 ft. by 3 ft. and level with ground.
11	12	768 N	3,995 40	34	325 ft. W. of the line, mark on quartzite boulder 3 ft. by 3 ft. and 1 ft. above ground.
	24	30 W	4,601-64	36	Mark on granite boulder, 2 ft. by 2 ft. and 7 ins. above ground.
11	36	608 S	3,432-68	38	63 ft. W. of the line, mark on sandstone boulder 4 ft. by 3 ft. and 2 ft. above ground.
12	12	289 N	4,619 90	39	Distance is from E. $\frac{1}{4}$ cor., 135 ft. W. of the line, mark on limestone boulder 21 ft. by 22 ft. and 13 ft. above ground.
	24	330 N	4,374 79	41	Distance is from E. $\frac{1}{4}$ cor. 8 ft. W. of line, mark on sandstone boulder 8 ft. by 8 ft. and 1 ft. above ground.
	36	220 N	4,344 79	43W	Fourth base line, 40 ft. W. of the line, mark on sandstone outcrop 4 ft. by 2 ft. and level with ground.

ESTABLISHED ON TOWNSHIP OUTLINES

TOWNSHIPS 48 TO 56, RANGES 16 TO 23, WEST OF FOURTH MERIDIAN

Levelled by H. E. Read, D.L.S., in 1929.

Note.—The bench marks are given in order of ranges from east to west, each range containing the townships from south to north. When a B.M. on a particular outline is required the township of which the outline forms the north or east boundary should be sought by first referring to the range, and then to the township. All B.M.'s are placed in the south or west limit of roads, except in the few cases especially noted.

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
RANGE 16					
48	36	705 W	2,460 36	34	
	32	291 W	2,268 34	33	
49	13	306 E	2,241 59	60	Bronze cap has been removed.
	36	308 E	2,343 65	70	
50	33	353 E	2,343 73	71	Could not be located in 1944-45.
	13	233 E	2,258 60	74	
51	36	238 W	2,234 43	75	Could not be located in 1944-45.
	33	306 E	2,227 35	76	Bronze cap has been removed.
52	13	370 E	2,117 54	80	
	36	348 E	2,208 37	81	
53	33	276 E	2,238 86	82	
	13	304 E	2,201 03	84	Could not be located in 1944-45.
54	36	338 E	2,173 39	90	" " " " " "
	32	231 W	2,343 54	94	297 ft. W of a witness post, bronze cap has been removed.
55	13	364 N	2,175 17	85	Could not be located in 1944-45.
	36				See sec. 1-54-55.
56	33	250 E	2,210 42	86	
	1	270 N	2,185 10	92	Could not be located in 1944-45.
57	13	500 N	2,184 88	93	In poor condition.
	36	384 E	2,113 65	98 A	
58	33	519 W	2,189 39	94	
	13	385 E	2,062 42	95	Could not be located in 1944-45.
59	36	654 N	2,064 49	96	
	33	360 N	2,131 89	97	
RANGE 17					
48	34	375 E	2,349 84	23	
	13	300 N	2,269 28	68	
49	36	300 W	2,238 86	67	Bronze cap has been removed.
	33	600 E	2,273 72	66	
50	13	529 E	2,231 61	72	
	36	384 E	2,223 80	73	
51	33	500 E	2,206 27	77	Could not be located in 1944-45.
	16	300 E	2,213 12	78	
52	13	306 E	2,248 88	82	
	34	324 W	2,243 54	98	In poor condition.
53	36	348 E	2,232 10	87	Could not be located in 1944-45.
	33	428 E	2,257 21	88	On N side of road.
54	13	600 N	2,225 77	101	
	36	348 W	2,219 96	100	
55	32	400 E	2,211 19	110	Could not be located in 1944-45.
	3	495 E	2,190 71	99	Bronze cap has been removed.
56	36	324 E	2,193 98	98	Could not be located in 1944-47.
	33	338 E	2,168 33	104	

ESTABLISHED ON TOWNSHIP OUTLINES—Continued

TOWNSHIPS 46 TO 56, RANGES 16 TO 23, WEST OF FOURTH MERIDIAN—Continued

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
Range 18					
46	35	641 E	2,343.97	45	
	38	727 W	2,373.24	44	Could not be located in 1947
47	13	376 S	2,357.64	46	
	34	730 W	2,395.12	50 A	
47	33	157 W	2,408.04	49	Could not be located in 1947
48	34	232 W	2,359.32	21	" " " " " "
	35	304 W	2,334.63	20	
49	13	260 S	2,313.63	65	
	36	200 S	2,288.39	64	
	37	200 W	2,245.57	63	
50	13	301 N	2,234.34	62	Could not be located in 1944-46
	39	268 E	2,202.96	61	
52	35	229 W	2,208.53	108	
53	13	351 N	2,207.96	90	
	36	348 W	2,204.78	89	On N. side of road.
	33	387 E	2,213.06	102	Bronze cap has been removed
54	13	245 S	2,276.57	111	In poor condition
	35	267 E	2,245.04	109	Could not be located in 1944-46
	32	880 E	2,185.70	112	
55	13	715 S	2,136.23	108	Could not be located in 1944-46
	36	443 W	2,182.51	106	
	33	340 E	2,155.77	114	
56	13	274 S	2,122.18	69 C	
	36	239 W	2,083.57	69	Fifteenth base line.
Range 19					
46	36	313 W	2,394.41	43	Could not be located in 1947
	33	368 W	2,443.15	36	
47	3	257 N	2,400.30	50 B	Could not be located in 1947
	36	300 S	2,400.75	48	Bronze cap has been removed
	38	362 E	2,415.89	47	Could not be located in 1947
48	13	200 N	2,498.74	58	" " " " " "
	36	450 W	2,371.27	19	
	33	200 W	2,469.67	18	
49	13	300 N	2,322.43	54	Could not be located in 1944-46
49	36	260 N	2,310.08	55	
50	13	364 S	2,326.64	60	
	36	600 E	2,291.68	1	
	33	316 W	2,322.90	5	
51	13	217 N	2,275.06	2	
	35	227 S	2,242.53	3	In poor condition.
	33	263 E	2,311.14	8	
52	13	290 N	2,300.61	4	
	36	354 W	2,232.32	105	In poor condition
	32	232 W	2,389.14	113	
53	13	315 S	2,247.06	81	In poor condition
	30	410 S	2,259.68	92	
	34	600 W	2,323.50	123	Distance is from N. $\frac{1}{4}$ cor. Could not be located in 1944-46.
54	13	382 N	2,213.03	103	
	32	546 E	2,179.38	113	Could not be located in 1944-46.
	19	380 N	2,391.75	121	Distance is from E. $\frac{1}{4}$ cor. 6 ft. E. of line.
55	13	625 S	2,139.60	118	
	36	390 E	2,155.82	115	Bronze cap has been removed.
	33	378 E	2,071.75	116	

ESTABLISHED ON TOWNSHIP OUTLINES—Continued

TOWNSHIPS 46 TO 55, RANGES 16 TO 23, WEST OF FOURTH MOUNTAIN—Continued

Tp.	Sec.	Distance from NE. cor	Elevation feet	B.M. No.	Remarks
RANGE 20					
46	36	262 W	2,474 19	34	Could not be located in 1947
47	12	246 N	2,428 91	35	
	36	320 W	2,468 40	42	Could not be located in 1947
	38	324 W	2,430 72	28	
48	12	265 S	2,462 10	47	Could not be located in 1947
	38	371 W	2,494 32	17	
	38	360 W	2,323 13	16	Could not be located in 1944-45.
49	12	314 N	2,553 15	57	
	36	275 S	2,438 85	68	
50	12	320 N	2,458 24	59	Could not be located in 1944-45. See tp. 51, sec. 1.
50	36				
51	1	272 N	2,434 30	6	Distance is from SE. cor sec. 1.
	36	265 E	2,461 47	9	
	33	230 E	2,443 17	10A	Could not be located in 1944-45.
	9	237 E	2,427 04	11	
52	12	275 S	2,432 02	7	Distance is from N ¼ cor. See Sec. 12-24-12.
	34	233 W	2,334 74	110	
53	12	264 N	2,326 28	124	
	36	1080 E	2,398 05	122	Distance is from N ¼ cor. See Sec. 12-24-12.
	33	360 E	2,410 15	120	
54	13				Could not be located in 1944-45.
	35	428 E	2,391 35	119	
	52	330 W	2,399 12	126	
55	12	504 N	2,165 51	120	
	36	370 E	2,032 20	117	
	33	309 E	2,074 27	126	
RANGE 21					
46	36	254 W	2,484 12	33	
	32	221 W	2,475 24	32	
47	12	268 N	2,438 28	39	
	36	206 S	2,466 86	37	
	32	473 E	2,482 80	23	
48	12	318 N	2,446 05	21	Distance is from E. ¼ cor 165 ft. E. of a witness post. Could not be located in 1944-45.
	36	644 E	2,546 06	15	
	32	358 W	2,517 40	14	In poor condition. Could not be located in 1944-45.
49	12	306 S	2,569 30	30	
	20	314 E	2,543 44	21	
51	12	199 E	2,438 32	12	Could not be located in 1944-45. Distance is from E. ¼ cor
	24	501 S	2,430 53	13	
	33	309 W	2,436 26	14	
51	9	328 W	2,444 80	17	
52	12	250 N	2,493 86	105	
	36	258 W	2,404 54	120	
	32	198 W	2,424 60	124	
53	36	465 N	2,376 21	151	
54	13	405 N	2,397 71	120A	
	35	405 E	2,186 26	129	
	32	624 E	2,145 06	123	Could not be located in 1944-45.
55	12	342 S	2,165 51	124	
	36	372 E	2,056 89	127	

ESTABLISHED ON TOWNSHIP OUTLINES—Continued

TOWNSHIPS 46 TO 50, RANGES 16 TO 22, WEST OF FOURTH MERIDIAN—Continued

Tp.	Sec.	Distance from NE cor.	Elevation feet	R.M. No.	Remarks
Range 22					
46	33	368 E	2,403 18	87	
47	35	362 S	2,442 88	25	
	34	386 W	2,471 90	41	
	31	180 W	2,509 08	40	
48	12	310 N	2,509 08	24	
	30	330 W	2,522 08	13	Could not be located in 1944-45.
	33	418 W	2,504 72	12	
49	13	290 N	2,518 76	23	
	36	323 S	2,534 37	22	Distance is from E. $\frac{1}{4}$ cor.
50	11	315 N	2,522 85	20	
	36	250 W	2,541 36	18	
51	11	680 S	2,459 20	19	
	30	325 N	2,471 20	15	
52	13	345 S	2,440 02	16	Could not be located in 1944-45.
	33	198 E	2,368 19	129	" " " " " "
54	35	368 E	2,060 76	132	Bromac cap has been removed.

Range 23

47	1	372 N	2,448 98	38	Distance is from SE. cor. Could not be located in 1947.
	13	295 N	2,501 70	39	Could not be located in 1947

FIFTH MERIDIAN

TOWNSHIPS 5 TO 8 AND TOWNSHIPS 12 TO 23

Levelled during Retacement Surveys in 1913 and 1915.

Tp.	Sec.	Distance from NE cor.	Elevation feet	R.M. No.	Remarks
Levelled in 1913					
4	30	274 S	4,108 00	92	(Second base line, 694 ft. E. of the meridian, mark on quartz boulder about 5 cu. yds.
5	13	373 S	4,481 63	2	51 ft. E. of the meridian, mark on limestone boulder 2 ft. by 2 ft.
	30	near	4,228 81	94	(1) Top of iron post.
6	24	720 S	3,935 90	4	On E. side of road, mark on quartz boulder, about 1 cu. yd.
			3,798 20	94D	See Pincher.
7	13	267 S	3,955 61	5	Distance is from E. $\frac{1}{4}$ cor., 53 ft. E. of the meridian, mark on boulder, 9 cu. ft.
	25	667 N	3,592 39	8	
	26	near	3,790 09	96	(1) Top of iron post.

FIFTH MERIDIAN—Concluded

TOWNSHIPS 5 TO 8 AND TOWNSHIPS 12 TO 22—Concluded

Tp.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
Levelled in 1918—Concluded					
8	18	182 S	4,438 20	10	Third base line, 1.7 ft. W of the meridian, mark on sandstone boulder about 25 cu. ft.
	36	169 N	5,338 75	11	
12	36	797 N	5,443 72	49W	Fourth base line, mark on sandstone outcrop 4 ft. by 2 ft. and level with the ground.
13	13	773 S	5,130 49	52	36 ft. W of the meridian, mark on sandstone outcrop 7 ft. by 3 ft.
14	1	844 N	3,973 00	65	Distance is from E. $\frac{1}{4}$ cor., 12 ft. E. of the meridian, mark on limestone boulder about 20 cu. ft.
	13	740 N	4,443 01	67	22 ft. E. of the meridian, mark on limestone boulder about 6 cu. yds.
	36	168 N	4,669 30	617	
Levelled in 1915					
15	12	198 N	4,498 11	615	Fifth base line.
	36	330 N	4,388 28	611	
16	24	330 S	3,641 57	607	Sixth base line.
	36	330 E	3,673 69	112	
17	12	330 S	3,649 12	608	See Okotoks.
	36	330 S	3,597 40	590	
18	24	330 N	3,581 80	595	Sixth base line.
	12	330 S	3,653 78	59	
20	12	330 S	3,614 58	585	See Calgary.
	36	330 E	3,486 89	59, D	
21	24	330 S	3,630 63	581	Seventh base line.
	12	330 S	3,636 41	577	
22	12	330 S	3,408 06	573	Distance is from E. $\frac{1}{4}$ cor. Could not be located in 1944-45.
	36	330 S	3,313 41	569	
23	24	330 S	3,389 32	565	See Balzac.
	12	330 S	3,504 83	562	
24	36	330 S	3,407 59	H-5	16 ft. W of line.
	36	330 S	3,558 49	558	
25	24	330 N	3,579 33	554	See Airdrie.
	12	330 S	3,530 82	550	
26	36	330 N	3,329 71	H-9	16 ft. W of line.
	36	330 N	3,570 71	546	
27	24	330 S	3,540 02	H-10	Eighth base line.
	12	330 S	3,613 22	542	
28	12	330 S	3,682 58	538	(I) Top of iron post.
	36	330 S	3,609 78	535	
29	24	264 S	3,401 60	530	Ninth base line.
	36	at cor	3,338 12	147	
30	12	198 S	3,372 65	528	
	36	264 S	3,278 53	522	
31	24	264 S	3,254 67	518	
	12	264 S	3,340 10	514	
32	36	330 S	3,369 83	510	

FIFTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 10, RANGES 1 AND 2

Levelling by L. O. R. Doran, D.L.S., in 1921

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	20	250 E	3,672.69	112	Fifth meridian.
	23	268 E	3,860.43	4	
2	26	244 E	4,320.78	7	Within 200 yds. of the N $\frac{1}{4}$ cor. of sec. 31, and 30 ft. E. of the N end of an isolated willow bluff.
	33	260 E	4,097.67	10	
	31		4,489.82	14	

SIXTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 20, RANGES 1 TO 2

Levelling by L. O. R. Doran, D.L.S., in 1921

Rge.	Sec.	Distance from NE. cor.	Elevation feet	B.M. No.	Remarks
1	12	330 E	3,614.58	585	Fifth meridian.
	13	128 E	3,693.79	.	Highest point of rock ledge.
	15		3,686.47		(G) on S. side of Provincial road, and 58 ft. W. of the intersection of the quarter section line running N. and S.
2	16	308 W	3,763.66	4	On S. side of Provincial road
	18	210 W	3,746.12	8	" " " "
	16	309 E	3,823.97	11	" " " "
	19	63 N	3,850.52		(G) At NW intersection of roads.
3	24	66 E	3,878.60		(G) 66 ft. N. of line.
	32	279 E	3,967.90	18	
4	26	211 W	4,160.29	22	

(G) B.M. (4-inch iron pipe with bronze cap) placed by Geological Survey

SEVENTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 24, RANGES 1 to 5

Levelled by L. O. E. Desoiz, D.L.S., in 1921

Rgs.	Sec.	Distance from N.E. cor.	Elevation foot	B.M. No.	Remarks
1	36	306 S	3,336 49	553	Fifth meridian.
			3,443 27	H-7	See Beedlington.
	32	150 N	3,690 69	5	Distance $\frac{1}{4}$ from N $\frac{1}{4}$ cor., on highest point of rock outcrop on the upper slope of Nose Hill.
	21	275 E	3,716 66	6	On N. side of road.
			3,515 13	219 C	See Robertson.
2	34		3,514 17	9	Boxwood water tank, on top of concrete pedestal, which is nearest to C.P. Ry

Levels run westerly for a mile and then turn southerly and then run westerly along the Provincial road through the middle of secs. 32 and 31, and then turn south.

3	32	232 W	3,687 10	1.	Distance $\frac{1}{4}$ from E $\frac{1}{4}$ cor. on S. side of Provincial road.
	36	236 S	3,961 62	12	Distance $\frac{1}{4}$ from E $\frac{1}{4}$ cor., on E. side of road allowance
	34	223 E	4,041 62	15	

Levels turn west.

4	21	237 E	3,823 79	16	
	24	217 W	4,024 42	22	
	21	216 W	4,059 78	26	
5	24	300 W	4,103 30	28	

Levels run northwesterly along South Morley Road.

	33	416 W	4,322 16	32	
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EIGHTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 23, RANGES 1 to 4

Levelled by L. O. E. Desoiz, D.L.S., in 1921

Rgs.	Sec.	Distance from N.E. cor.	Elevation foot	B.M. No.	Remarks
1	25	330 S	3,609 78	535	Fifth meridian.
	32	344 W	3,655 45	4	
2	36	326 W	3,773 65	7	
	32	242 W	3,890 63	10	On N. side of road.
3	36	351 E	3,702 76	12	" "
	32	353 W	3,897 88	16	
4	36	272 E	3,972 44	19	On N. side of road.
	32	337 E	3,908 65	22	12 ft. S. of the line.

NINTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 22, RANGES 1 TO 7

Levelled by L. O. R. DOOLAN, D.L.S., in 1921

Rgs.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	36	330 S	3,230 83	610	Fifth meridian.
			3,412 39	H-30	See Olds.
2	36	221 W	3,391 84	28	In poor condition.
	32	313 W	3,413 35	26	On N. side of road.
3	35	326 W	3,508 80	30	Could not be located in 1947
	32	25. W	3,325 61	22	" " " " " "
Levels turn S. for $\frac{1}{4}$ mile and run W. for 4 miles along Provincial Road through middle of secs. 32 to 33 and then go back N. to the base line.					
4	36	229 N	3,535 01	36	Distance is from E. $\frac{1}{4}$ cor. Could not be located in 1947
	34	315 E	3,557 51	30	Distance is from E. $\frac{1}{4}$ cor., on S. side of Provincial Road.
5	36	240 W	3,708 41	42	Steel bridge over Red Deer River, on top of iron pile at N.E. corner of steel structure, resting on N. end of most easterly concrete pier
			3,564 53	45	
6	36	304 E	3,655 39	48	On N. side of road.
	33	330 E	3,808 56	51	
7	35	1048 E	3,658 24	55	
	35	317 W	3,913 04	56	

TENTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 23, RANGES 1 TO 7

Levelled by L. O. R. DOOLAN, D. L. S., in 1921

Rgs.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	36	358 N	3,083 53	1	Fifth meridian.
	33	265 W	3,030 75	24	On N. side of road.
2	36	308 E	3,004 43	27	
	32	202 W	2,987 22	20	On N. side of road.
3	36	244 W	3,000 17	23	
	32	200 W	3,187 68	26	
Levels turn S. and then run W. generally following the Provincial Road which runs along the $\frac{1}{4}$ sec. line $3\frac{1}{4}$ miles S. of the base line through ranges 4 to 7					
4	12	228 W	3,203 85	43	On S. side of road allowance.
	15		3,176 89	46	On S. side of Provincial Road described above, 225 ft. E. of road survey post No. 11 and about $\frac{1}{4}$ mile NE. of crossing of Stauffer Creek.

TENTH BASE LINE WEST OF FIFTH MERIDIAN - *Concluded*NORTH BOUNDARY OF TOWNSHIP 35, RANGES 1 TO 7 - *Concluded*

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B M No.	Remarks
5	13		3,250 23	49	On S. side of above road, 312 ft. E. of E. bdy of sec. 12.
	16		3,476 08	50	On S. side of above road, 260 ft. W of E. bdy of sec. 16.
6	13		3,458 98	55	On S. side of above road, 52 ft. W of end of road diversion at W side of muskeg.
	16		3,558 70	58	On S. side of above road, 881 ft. W of E. bdy of sec. 18.
7	13		3,530 05	61	About 400 ft. W of W span of bridge over Clearwater River, on the W side of the road and about 20 ft. S. of the corner, and on the E. bdy of sec. 13.
8	9	303 W	3,636 68	64	
	12	286 S	3,724 17	67	

ELEVENTH BASE LINE WEST OF FIFTH MERIDIAN

NORTH BOUNDARY OF TOWNSHIP 40, RANGES 1 TO 7

Levelled by L. O. R. Desous, D.L.S., in 1921

Rge.	Sec.	Distance from N.E. cor.	Elevation feet	B.M. No.	Remarks
1	24	286 E	2,906 42	144	Fifth meridian
	22	450 W	2,915 60	141	Distance is from N. $\frac{1}{4}$ cor
2	24	346 E	3,057 60	137	
	21	334 E	3,174 30	134	On N. side of road.
3	24	228 W	3,263 34	131	
	21	280 W	3,125 79	128	On N. side of road.
4	24	376 E	3,119 32	125	
	21	216 W	3,233 28	122	On N. side of road.
5	24	239 W	3,505 86	120	
	21	501 W	3,472 52	117	
6	24		3,244 43	114	On S. side of Provincial Road running W through middle of acs. 24, 23, and 22; 226 ft. W of E. bdy of sec. 24.
	21		3,274 46	111	On S. side of above road, 301 ft. E. of E. bdy of sec. 21.
7	19		3,256 00	109	On S. side of road allowance, 812 ft. E. of N. $\frac{1}{4}$ cor sec. 19.
	35		3,407 43	106	On S. side of Provincial road running W, through middle of acs. 35, 34, and 33; 216 ft. W of E. bdy of sec. 35.
	32		3,081 22	102	On S. side of above road, 207 ft. E. of E. bdy of sec. 32.

The levels run 2 miles S. of the base line in ranges 1 to 6.

EDMONTON TO ATHABASKA

FROM EDMONTON TO ATHABASKA LEAVING FOLLOWING THE TRAVELLER HIGHWAY TO TATAMANU,
THEN ALONG C.N.R.Y. TO ATHABASKA

Levelled by C. de la Condamine D.L.S., in 1912.

Miles	West of Fourth Meridian
0-00	C.N.Ry station, Edmonton.
2-05	Edmonton 200 ft. W. of intersection of W. Side of 97th (Nanaya) Ave. and N. side of C.N.Ry right of way on top of brass plug set vertically in concrete in 4-inch iron pipe. City B.M. No. 12. Elevation 2,194.25.
3-13	Edmonton About 1,200 ft. E. of 97th (Nanaya) Ave. on S. side of C.N.Ry right of way on top of brass plug set vertically in concrete in 4 inch iron pipe. City B.M. No. 11. Elevation 2,194-91.
4-00	Sec 29-33-24 On E. bdy of sec 29 and 952 ft. N. of E. cor. Could not be located in 1944-1946. No. D-3. Elevation 2,219-06.
6-31	Sec 3-34-24 On E. bdy of sec 3 and 23 ft. N. of SE cor. Could not be located in 1944-1946. No. D-3. Elevation 2,222-79.
6-54	Sec 29-34-24 About 2 miles S. of Naman on E. bdy of sec 29 and 14 ft. N. of SE cor. W. side of road. Could not be located in 1944-1946. No. D-4. Elevation 2,241-00.
11-55	Sec 32-34-24 About 1 mile W. of Naman on E. bdy of sec 32 and 6 ft. S. of NE cor. Could not be located in 1944-46. No. D-5. Elevation 2,247-47.
14-77	Sec 4-34-24 About 2 miles E. of Naman 6 ft. N. of NE cor. sec 1-35-24, on E. side of N. and S. road. Could not be located in 1944-46. No. D-6. Elevation 2,262-17.
16-37	Sec 24-35-24 About 2 1/2 miles N. of Duguid on E. bdy of sec 24 and 54 ft. N. of E. cor. 4 ft. E. of fence on W. side of road. Could not be located in 1944-46. No. D-7. Elevation 2,192-00.
21-04	Sec 29-35-23 Near New Lannon 66 ft. N. of N. bdy of road diversion going E. through middle of sec 29 and 2 ft. E. of E. bdy of sec 29. Bronze cap has been removed. No. D-8. Elevation 2,264-31.
24-00	Sec 4-35-23 About 3 1/2 miles N. of New Lannon on E. bdy of sec 4 and 179 ft. S. of NE cor. on W. side of road. Could not be located in 1944-46. No. D-9. Elevation 2,155-04.
27-79	Sec 32-35-23 About 3 1/2 miles S. of Fedoruk. 178 ft. N. and 60 ft. E. of NE cor. sec 29. Could not be located in 1944-1946. No. D-10. Elevation 2,218-24. See Fedoruk.
29-00	Sec 4-37-23 About 1 mile W. of Fedoruk. 72 ft. E. of NE cor. sec 4, on N. side of road. Could not be located in 1944-46. No. D-11. Elevation 2,137-28.
33-13	Sec 29-37-23 E. side of Lily Lake. 410 ft. southerly from NE cor. of sec 29 on W. limit of surveyed road. Could not be located in 1944-1946. No. D-12. Elevation 2,145-73.
33-00	Sec 4-38-23 About 3 1/2 miles N. of N. end of Lily Lake, 6 ft. W. and 2 ft. N. of entrance on W. limit of surveyed road and S. bdy of sec 4. No. D-13. Elevation 2,161-78.
36-05	Sec 19-38-23 At Waugh. 254 ft. S. of intersection of N. bdy of sec 19, on W. side of surveyed road. Could not be located in 1944-46. No. D-14. Elevation 2,090-24.
42-00	Sec 4-39-23 About 2 miles N. of Waugh 660 ft. northerly (along trail) from N. edge of Redwater River on W. side of surveyed road. Could not be located in 1944-46. No. D-15. Elevation 2,022-00.
47-74	Sec 25-39-24 About 2 miles S. of Egge's place. Halfway Lake, 2,170 ft. N. of S. bdy of sec 25 on W. side of surveyed road. Could not be located in 1944-46. No. D-16. Elevation 2,167-33.
50-00	Sec 1-40-24 About 100 yds. N. of entrance of Egge's place. Halfway Lake on N. bdy of sec 1, on E. side of surveyed road. No. D-17. Elevation 2,150-00.
50-00	Sec 1-40-24 About 100 yds. N. of entrance to Egge's place. Halfway Lake, 10 ft. S. of N. bdy of sec 1 on W. side of surveyed road. No. D-17A. Elevation 2,168-11.

Miles

West of Fourth Meridian

- 44-11 Sec. 24-25-26 About 24 miles N of Eggs's place, Halfway Lake, 1,000 ft N of N body sec 23, on E side of surveyed road No D-18. Elevation 1,134 49.
- 45-27 Sec. 11-21-24 About 14 miles N of Eggs's place Halfway Lake near intersection of N body of sec 11, on E side of surveyed road No D-19. Elevation 1,100 40.

ALONG CANADIAN NATIONAL RAILWAYS

- 41-41 Sec. 24-41-34 About 4 mile N of Tawatinaw station about 200 yds N of mile post 43, and 14 ft W of E railway fence No D-20. Elevation 1,020 13.
- 44-74 Sec. 13-24-32 About 24 miles N of Tawatinaw station about 200 yds S of mile post 43 and 13 feet W of E railway fence No D-21. Elevation 1,040 35.
- 47-46 Tp. 42 rge 24 About 4 mile N of Rochester station 70 ft N of mile post 45 and 27 ft E. of centre of track No D-22. Elevation 1,060 33.
- 74-46 Tp. 62 rge 23 About 4 mile S of Lewiston station, about 300 yds S of mile post 72 and 41 ft W of centre of track No D-23. Elevation 1,060 43.
- 76-31 Tp. 44 rge 22 About 24 miles N of Lewiston station, at C N Ry. change 2007+20 about 250 yds S of mile post 76 and 30 ft W. of centre of track No D-24. Elevation 1,045 34.
- 43-78 Tp. 44, rge 23 About 4 mile N of Measeok station, 150 yds NE of crossing of main road Edmonton to Athabasca Landing about 200 yds N of mile post 81 and 30 ft E. of centre of track No D-25. Elevation 1,073 74.
- 47-66 Tp. 44, rge 22 420 ft S of Cochrane station 400 yds N of town post 83 and 30 ft W of centre of track No D-26. Elevation 1,700 64.
- 51-66 Tp. 44, rge 23 About 4 miles N of Cochrane station about 1,000 yds N of town post 83 and 47 ft E. of centre of track No D-27. Elevation 1,737 06.
- 76-19 Tp. 46, rge 23 About 4 mile S of Athabasca Landing, 600 yds S of crossing of Tawatinaw River and 30 ft E. of centre of track No D-28. Elevation 1,700 09.
- 76-23 Tp. 46, rge 22 About 4 mile S of Athabasca Landing, 440 yds S of crossing of Tawatinaw River and 30 ft W of centre of track No D-29. Elevation 1,697 48.

GROUARD TO POUCE COUPE

From Grouard to Peace River and Damsagan, then southerly to Grande Prairie and northwesterly to Pouce Coupe, following the Surveyor's Base.

Levelled by L. E. S. Bolton D.L.S. in 1916. Grouard to Damsagan.

Levelled by J. B. Alexander D.L.S. in 1918. Damsagan to Pouce Coupe.

- 0-40 Sec. 14-75-14 Grouard on S bdy of Revision property 100 ft W of W side of Main St, No. T-1. Elevation 1,000 35.
- 0-46 Sec. 20-75-14 Grouard public school, 9 ms W. of front of building, 14 ms S of S side of porch No. T-2. Elevation 1,023 70.
- 2-19 Sec. 4-76-14 124 ft S of road post No 5 on E limit of surveyed road No T-3. Elevation 1,005 06.
- 7-66 Sec. 12-76-15 Heart River Settlement 200 ft SW of cross post between lots 65 and 61 on southerly limit of surveyed road No T-4. Elevation 1,002 43.
- 10-23 Sec. 20-76-15 Bottle's place 80 ft SE of NE cor. of fence around Bottle's field Indian Reserve No. 1600 on southerly limit of surveyed road No T-4. Elevation 1,040 97.
- 13-66 Sec. 22-76-15 On 20th base line 493 ft E of NE cor. sec 31, at intersection of telegraph line No. T-6. Elevation 1,100 66.
- 17-66 Sec. 14-77-16 125 ft easterly from road post No 48, on southerly limit of surveyed road. No. T-7. Elevation 1,223 71.
- 21-66 Sec. 22-77-16 About 14 miles S of Heart River 120 ft W of N 4 cor. sec 22 and 30 ft W of westerly limit of surveyed road No T-8. Elevation 1,070 48.
- 23-13 Sec. 12-78-17 About 3 miles N of Heart River, on E bdy sec 13 and 200 ft N of 4 cor. and 13 ft S of southerly limit of surveyed road No T-8. Elevation 1,070 94.

Miles

West of Fifth Meridian

- 29-07 Sec 24-70-17 On N bdy of the sec at crossing of westerly limit of surveyed road. No. T-10. Elevation 2,366-21.
- 34-23 Sec 2-70-17 About 4½ miles S of Bearhead Creek on line joining road posts 174 and 175 and 300 ft from 175. No. T-11. Elevation 2,272-16.
- 37-48 Sec 24-70-18 About 1 mile S of Bearhead Creek, on E bdy of sec 24 at crossing of southerly limit of surveyed road. No. T-12. Elevation 2,100-23.
- 41-18 Sec 2-80-18 About 7½ miles N of Bearhead Creek, 730 ft northerly from road post No. 212 on westerly limit of surveyed road. No. T-13. Elevation 2,242-34.
- 45-00 Sec 17-80-18 About 2½ miles from Paul's stopping place on crossing of E bdy of sec 17 and 460 ft S of NE cor, and 100 ft W of road post No. 208, on southerly limit of surveyed road. No. T-14. Elevation 2,178-12.
- 46-26 No. T-15. See Reno.
- 52-25 Sec 9-81-19 About 1 mile N of Benjamin Creek on N bdy of sec 9 and 20 ft easterly from road post No. 202, on southerly limit of surveyed road. No. T-16. Elevation 1,954-53.
- 57-64 Sec 26-81-19 About 1½ miles N of North Heart River, 250 ft westerly from road post No. 217 on southerly limit of surveyed road. No. T-17. Elevation 1,825-11.
- 61-64 Sec 20-82-20 About 2 miles S of Crooked bridge, 430 ft southerly from road post No. 220, on westerly limit of surveyed road. No. T-18. Elevation 1,862-14.
- 66-08 Sec 20-82-20 About 1½ miles N of Crooked bridge on E bdy of sec 20 and 20 ft S of southerly limit of road, 50 ft easterly from road post No. 228. No. T-19. Elevation 1,864-34.
- 69-08 Sec 12-82-21 About 2 miles N of Crooked bridge on E bdy of sec 12 and 140 ft N of southerly limit of surveyed road. No. T-20. Elevation 1,837-25.
- 73-56 Sec 27-82-21 About 2 miles SE of Peace River, 182 feet easterly from road survey wooden post No. 203, on southerly limit of surveyed road. No. T-21. Elevation 1,748-50.
- 76-68 No. T-22. See Peace River.
- 77-23 No. T-23. See Peace River.
- 79-62 Sec 12-82-22 Maithot's store, Shaftesbury Settlement on settlement survey base, 140 ft NW of iron post between lots 26 and 28 and 18 sec. W and 18 sec. S of SE cor of Maithot's store. No. T-24. Elevation 1,426-72.
- 84-09 Sec 4-82-22 About ½ mile E of Strong Creek, on line between settlement lots 26 and 28 and 98 ft southerly from witness post marked "S S E." Could not be located in 1944-46. No. T-25. Elevation 1,680-22.
- 88-12 Sec 22-82-22 About 1 mile NE of Shaftesbury P.O. 8 ft westerly from line between settlement lots 14 and 16 on northerly limit of surveyed road. Could not be located in 1944-46. No. T-26. Elevation 1,681-67.
- 92-02 Sec 2-82-22 About 2 miles westerly from Shaftesbury P.O. 300 ft westerly from road post 12 on northerly limit of surveyed road. Could not be located in 1944-46. No. T-27. Elevation 1,673-51.
- 95-64 Sec 2-82-24 On N bdy of the sec and 300 ft E of NE cor sec 2, on fence line in thick shrub. No. T-28. Elevation 1,620-09.
- 100-12 Sec 7-82-24 About 8 miles NE of Griffin Creek on N bdy of sec 7 and 300 ft W of NE cor of sec. No. T-29. Elevation 1,862-44.
- 100-06 Sec 2-82-25 About 2 miles NE of Griffin Creek on E bdy of Indian Reserve No. 161A and 60 ft S of N bdy of sec. No. T-30. Elevation 2,079-32.
- 107-03 Sec 21-81-26 About 1 mile W of Griffin Creek, 300 ft E of 4 cor on N bdy of sec 21. Could not be located in 1944-46. No. T-31. Elevation 2,026-04.
- 111-00 Sec 26-81-1 On 6th meridian, about 8 miles W of Griffin Creek, 300 ft S of NE cor sec 26. Bronze cap has been removed. No. T-32. Elevation 2,126-27.
- 112-12 Sec 1-82-1 On 6th meridian, about 8 miles W of Griffin Creek, 300 ft N of 4 cor on E bdy of sec 1. No. T-33. Elevation 2,162-21.

Spear line levelled NE and NW to the Sixth Meridian at N bdy of sp. 88. Mileage is from NE. cor. sec. 26-81-1.

- 1-20 Sec 12-82-26 About 1 mile W of Wilton's, on E bdy sec. 12 and 300 ft N of road post No. 66. No. T-1. Elevation 2,060-66.

Notes

West of Fifth Meridian

- 9 70 Sec. 21-22-25 About $\frac{3}{4}$ miles N of Wilson's, on N bdy sec. 21 1,490 ft W of NE. cor. No. T-2. Elevation 2,163 85.
- 12 02 Sec. 25-22-26 About 2 miles SW of Last Lake, on E. bdy sec. 25 and 900 ft. S. of $\frac{1}{2}$ cor. No. T-3. Elevation 2,120-01.

West of Sixth Meridian

- 19 11 Sec. 12-18-1 About 1 mile N of Last Lake, on E bdy sec. 12 and 900 ft. N of NE. cor. sec. 1. No. T-4. Elevation 2,301 06.
- 24 11 Sec. 26-24-1 About 6 miles N of Last Lake, 295 ft. S. of NE. cor. sec. 26. No. T-6. Elevation 2,422 08.
- 24 21 Sec. 1-25-1 About 8 miles N of Last Lake, on 6th meridian 196 ft N of NE. cor. sec. 26-24-1. On small iron post No. 211. Elevation 2,460 85.

Continuation of Main Line

West of Sixth Meridian

- 115 05 Sec. 5-21-1 About 2 miles E of Bluesey on E bdy sec. 5 and 350 ft. N of NE. cor. 22-21-1. Could not be located in 1944-45. No. T-24. Elevation 2,139 63.
- 120 10 Sec. 26-21-2 About 2 miles W of Bluesey on N bdy of sec. 26 and 300 ft. E. of NE. cor. sec. 24. No. T-25. Elevation 2,112 97.
- 124 28 No. T-26. See Fairview.
- 121 95 Sec. 19-21-3 About $\frac{1}{2}$ mile W of Vanrossa, on N bdy of sec. 19 and 302 ft. E. of NE. cor. sec. 24-21-4. No. T-28. Elevation 2,605 31.
- 126 60 Sec. 2-21-4 About 7 miles NE. of Dunvegan. 127 ft. W of road post No. 18 and 127 ft. E of road post No. 17, on northerly limit of surveyed road. No. T-29. Elevation 1,825 28.
- 140 23 Sec. 20-20-4 About 4 miles NE. of Dunvegan, 250 ft. northerly from road post No. 4 on westerly limit of surveyed road. Could not be located in 1944-45. No. T-40. Elevation 1,862 03.
- 142 70 Sec. 1-20-4 On property of R. Peters. 31 ft. W and 18 ft. S of SW. cor. of SW. farm, 200 ft. W of ferry, and 45 ft. N of N. limit of surveyed settlement. No. T-41. Elevation 1,150 13.
- 142 65 Sec. 8-20-4 Dunvegan Roman Catholic Mission property on E bdy of property 155 ft. N of road post at cor. of street lines. No. T-42. Elevation 1,147 04.
- 145 12 Sec. 5-19-4 About $\frac{1}{2}$ miles S of Dunvegan, on line between road posts Nos. 18 and 19 and 180 ft. northerly from No. 19 on easterly limit of surveyed road. Could not be located in 1944-45. No. T-43. Elevation 1,754 75.
- 150 28 Sec. 14-19-5 About $\frac{1}{2}$ miles S of Dunvegan opposite trail leading to Bussell's place, on easterly limit of surveyed road. Could not be located in 1944-45. No. T-44. Elevation 1,901 46.
- 153 08 Sec. 22-18-5 On E bdy of sec. 22 and 8 ft. N of NE. cor. sec. 29. No. T-45. Elevation 1,877 63.
- 157 85 No. T-46. See Rycroft.
- 161 97 No. T-48. See Rycroft.
- 160 14 Sec. 21-17-5 On line between road posts Nos. 11 and 12 and 10 ft. northerly from No. 12, on westerly limit of surveyed road. Could not be located in 1944-45. No. T-49. Elevation 2,007 91.
- 168 55 Sec. 4-17-5 On S. side of Burnt River, on line between road posts Nos. 26 and 28 and 176 ft. southerly from No. 26, on westerly limit of surveyed road. Could not be located in 1944-45. No. T-50. Elevation 2,039 11.
- 172 55 Sec. 20-18-5 1,841 ft. S. of the E $\frac{1}{2}$ cor. sec. 20 and 3 ft. E. of the W bdy of road allowance. Could not be located in 1944-45. No. T-51. Elevation 2,162-60.
- 176 57 Sec. 22-18-5 448 ft. N of road post No. 118 and 8 ft. inside of easterly limit of surveyed road. Could not be located in 1944-45. No. T-52. Elevation 2,865-19.
- 180 53 Sec. 18-18-5 Opposite road post No. 167 on westerly limit of surveyed road. Could not be located in 1944-45. No. T-53. Elevation 2,078 93.
- 184 44 Sec. 26-14-5 1,227 ft. N of NE. cor. sec. 26 and 78 ft. NW. of turn in graded road. No. T-54. Elevation 2,835 21.
- 189 27 No. T-55. See Semsmith.
- 191 96 No. T-56A. See Semsmith.

Miles	West of Sixth Meridian
190-43	No. T-57 See Bennoch
201-74	No. T-58. See Charmont
205-54	No. T-59 See Grande Prairie
206-11	Sec 28-71-6 Grande Prairie at NE cor. of Church of England property and 142 ft. easterly from street line. Could not be located in 1944-45. No. T-60. Elevation 2,152-65.
210-85	Sec 19-71-6 About 4 miles W. of Grande Prairie on N. bdy of sec. 19 and 234 ft. W. of NE. cor. No. T-61. Elevation 2,175-13.
214-04	Sec 28-71-7 About 8 miles W. of Grande Prairie, on E. bdy of sec. 28 and 152 ft. N. of NE. cor. sec. 21. No. T-62. Elevation 2,355-00.
218-20	Sec 22-71-8 About 3 miles SE. of Lake Saskatoon, on E. bdy of sec. 22 and 102 ft. S. of NE. cor. No. T-63. Elevation 2,335-39.
225-85	Sec 24-71-8 About 4 miles W. of Lake Saskatoon, on N. bdy of sec. 31 and 157 ft. E. of N. $\frac{1}{2}$ cor. No. T-65. Elevation 2,628-15.
229-94	Sec 33-71-9 About 8 miles W. of Lake Saskatoon, on N. bdy of sec. 33 and 224 ft. W. of N. $\frac{1}{2}$ cor. No. T-66. Elevation 2,698-71.
233-94	No. T-67 See Beaverlodge
233-17	No. T-68. See Beaverlodge
240-01	No. T-69. See Albright
243-16	No. T-70. See Hythe
252-86	Sec 24-72-12 On E. bdy of sec. 25 and 752 ft. N. of NE. cor. sec. 24. No. T-71. Elevation 2,347-83.
257-02	Sec 11-74-12 Near Sander Lake, on line between road posts Nos. 21 and 22 and 291 ft. southerly from No. 22, 2 ft. E. of telephone pole line, on south-westerly limit of surveyed road. No. T-72. Elevation 2,603-53.
261-20	Sec 20-74-12 About 2 miles W. of Sander Lake, on line between road posts Nos. 42 and 43 and 196 ft. E. of No. 42, on line with telephone poles and 13 ft. W. of a pole, 30 ft. S. of southerly limit of surveyed road. No. T-73. Elevation 2,652-82.
265-07	Sec 26-74-13 About 1 mile W. of Rayn Lake, on line between road posts Nos. 55 and 56 and 382 ft. W. of No. 55, on southerly limit of surveyed road. No. T-74. Elevation 2,385-46.
269-42	Tp 75, rge 13 About 4 miles E. of Borden's stopping place, on line between road posts Nos. 76 and 78 and 337 ft. easterly from No. 76, on southerly limit of surveyed road. Could not be located in 1944-45. No. T-75. Elevation 2,556-84.
271-60	Crossing Alberta-British Columbia boundary
284-19	Sec 35-78-14 On 20th base line, 163 ft. E. of N. $\frac{1}{2}$ cor. sec. 33. Could not be located in 1944-45. No. T-76. Elevation 2,668-53.
288-76	Sec 20-79-14 About 1 $\frac{1}{2}$ miles S. of Peace Coupd, at W. side of Edmonton-Dawson Creek highway and on N. bdy of sec. 20, 1,480 ft. W. of NE. cor. No. T-79. Elevation 2,184-97.
A branch line was located northwest to end of N.A.Ry. grade. Mileage is from Peace Coupd, P.O.	
8-24	Sec 30-78-13, near the end of N.A.Ry. grade, about 8 miles E. of Peace Coupd road, on E. bdy sec. 30 and 123 ft. N. of NE. cor. sec. 19. No. T-87. Elevation 2,163-71.

Continuation of Mang Line

292-57	Sec 7-78-14 About 1 $\frac{1}{2}$ miles N. of Peace Coupd, on E. bdy sec. 7 and 237 ft. N. of NE. cor. sec. 6. No. T-83. Elevation 2,168-73.
296-70	Sec 31-78-14 About 8 miles N. of Peace Coupd, on E. bdy sec. 31 and 349 ft. N. of NE. cor. sec. 20. Pipe bent at surface 20 degrees to N. No. T-82. Elevation 2,354-44.
300-81	Sec 20-79-14 On E. bdy of sec. 20 and 220 ft. N. of NE. cor. sec. 17. No. T-83. Elevation 2,270-30.
304-79	Sec 8-80-14 On E. bdy of sec. 8 and 174 ft. N. of NE. cor. sec. 5. No. T-84. Elevation 2,344-71.
307-79	Sec 20-80-14 On E. bdy sec. 20 and 137 ft. N. of NE. cor. sec. 20. No. T-85. Elevation 2,185-88.
309-03	Sec 33-80-14 On 21st. base line 330 ft. E. of NE. cor. sec. 32. No. T-86. Elevation 2,104-69.

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